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MUSEUM FOR BRITISH CARS ON THE BRINK

The Car Years presenter Alex Riley joins calls for ambitious new attraction celebrating Britain's classics to be put back on track

Alex Riley, the presenter of *The Car Years* and *The Classic Car Show*, has joined motoring fans from across the UK in appealing for a proposed new museum with 100 British classics to be saved from being scrapped.

The CCW contributor said that he believed the proposed Great British Car Journey attraction, set to open in Derbyshire this April, would have offered something 'genuinely new and exciting' for motoring enthusiasts, but in the past week

the team behind the 100-car museum have said that the scheme is unlikely to proceed. Alex said: 'It sounded like a great idea - and I still hope someone can step in and rescue it.'
► **WHY THE NEW MUSEUM MATTERS, PAGE 3**

EUROPE'S GREATEST CLASSIC DRIVES

Unmissable adventures starting at under £100

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PLUS TRIBUTES PAID TO OPEL DESIGNER P4



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CLASSIC CAR WEEKLY

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FORD MODEL B RESTO

CAN WE GET IT ON THE ROAD?



GOODWOOD RACER FOR SALE

WHY RARE TR IS A GOOD BUY



JUST 11 MILES FROM NEW!

UNUSED MINI'S FULL STORY

Feb
19
2020

THIS WEEK

Right now in the classic car world



WIN £250 TO SPEND ON YOUR CLASSIC!
What do you enjoy reading most in CCW? For me, it's the classified ads – I've lost count of the hours I've spent pondering whether I could put

CONTENTS

THIS WEEK

- 2-5** The latest classic news
- 4** Myth Buster
Design Features
- 5** Products
- 8** Your Letters
- 8** CCW Crossword
- 8** Value My Classic

OUT & ABOUT

- 10** International MG & Triumph Spares Day
- 11** The latest classic events

FEATURES

- 16 40** Great 2020 Getaways
- 28** Five Classic Trials
BMW 325i Touring (E30)
- 78** The Way We Were
1965, The Broadway, Stoneleigh, Surrey

LIVING WITH CLASSICS

- 32** Our Classics
32 Ford Model B
- 33** Citroën Xantia Auto
- 34** How Stuff Works
Fuzz talks starter motors
- 36** Keepers
Lotus Elan (M100)
- 38** £1000 Challenge
Mitsubishi Galant

BUYING & SELLING

- 40** The Week In Deals
by Richard Barnett
- 40** The Big Story
Drive through auctions
- 41** Well Bought
VW Golf GTI MkII
- 41** Classic Risers
Ferrari 365 GTC/4
- 44** Auctions
44 Preview: Barons
- 44** Review: Charterhouse
- 45** Auction calendar
- 48** Buying Guide
Jaguar XJR
- 52** Cash-free Classics
Austin Seven
- 56** The latest classifieds
56-70 AC-Wolseley
- 70-73** Commercial vehicles, projects, miscellaneous and items wanted
- 73** Classics under £1000
- 74-75** Autojumble
- 76-77** Dealers, specialists
- 65** Chasing Cars
65 Hillman Minx
- 67** Maserati Biturbo Spyder Zagato
- 69** Toyota Supra (A70)
- 71** Triumph 2500S

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Brightwells' car spent most of its life in storage in Norway.

AUCTIONS

11-mile Mini for sale

A 1989 Mini Thirty that's covered just 11 miles from new is coming up for sale at Brightwells' 4 March auction in Leominster, Herefordshire, with an estimate of £18,500-20,500.

Three thousand Thirty models were built to celebrate the car's 30th anniversary in 1989, with 2000 in Cherry Red and 1000 in black.

The model featured the interior of the relaunched Mini Cooper of 1990, came with a set of Minilite alloy wheels and benefitted from an extra coat of lacquer to give a glossier appearance to its paint. Stored in Norway by a British ex-pat for its first

11 years, the Thirty was purchased by Mini specialist Wood & Pickett and later by the vendor, who has owned it since 2012.

British Mini Club chairman, David Hollis, said: 'We auctioned an unregistered Cherry Red Thirty with 24 miles last year and got [a hammer price of] £22,500, so it will be interesting to see what this fetches – and which colour people really do prefer. Some people say there is a slight downturn in prices at the moment, but when the right car comes along, it can be different.'

brightwells.com

EVENTS

Resurrected classics set for NEC stardom

A collection of British classics is set to appear at the Practical Classics Classic Car and Restoration Show, 27-29 March.

Rescued from gardens and salvage yards by enthusiast Mark Fishpool, a 1956 Hillman Imp Californian, 1957 MG Midgette ZB, 1961 Austin A35 Van, 1962 MGA Roadster MkII and 1973 Triumph TR6 have all been brought back to their former glory after years of languishing unloved; over the past five years they were displayed as-found on the Carole Nash 'barn finds' stand.

Expect to find a moving display of cars in Hall 5, active club displays where

classics are rebuilt in front of guests, and Live Stage appearances from Wheeler Dealers' Ant Anstead, Goblin Works Garage's Jimmy DeVile, Wheeler Dealers Dream Car's Marc 'Elvis' Priestley, and all the Practical Classics magazine team.

necrestorationshow.com

WIN TICKETS TO THE SHOW!

We have ten pairs of tickets for the Practical Classics Classic Car and Restoration Show going free. Enter your details online; we'll inform the winners in due course. Entries close 4 March.

classiccarweekly.co.uk/win-pcrs



Five barn find stars are to revisit the Practical Classics Classic Car and Restoration Show on 27-29 March.

SCENE

New 100-car museum axed

Great British Car Journey's closure before April unveiling stuns fans

The much-anticipated Great British Car Journey museum in Ambergate, Derbyshire has been unexpectedly canned. Its planned April opening, which would have seen 100 low-mileage British classics on-site for guests to view and drive, has now been cancelled.

In a surprise statement the museum's directors said that unforeseen development costs, site flooding and illness had killed any chance of the project continuing as planned, and gave no indication as to whether or not it could be resurrected. That evening, its website and most of its social media pages were deleted, leaving only a message on its Twitter feed.

The announcement prompted anger and confusion from contractors and hopeful staff members, the latter of whom were planning to attend job open days at the museum on 14-15 February. The museum's PR team confirmed that there would be no refunds for those who had planned to travel down.

The fate of the 100 British classics currently stored on the site, some

destined for static display, others for the 'Drive Dad's Car' track experience, remains unclear; co-founder and director Richard Usher was unavailable for comment.

The Car Years' presenter and TR7 owner Alex Riley was surprised at the museum's cancellation. 'It sounded like a great idea and would have represented something genuinely new and interactive in the world of classic cars, as well as a focal point for events and a means of celebrating our motoring heritage. I hope someone can step in and rescue it.'



Lost potential: directors of the now-cancelled Great British Car Journey say there's no chance of it happening.

THE COVER STORY

DRIVE BRITAIN'S MOTORING HERITAGE

New Derbyshire museum showcases mass market Brit classics that you can actually take for a spin

A lifelong British car fan and collector wants to open a museum in the Peak District dedicated to our motor industry.

Richard Usher, the historian-turned-enthusiast who opened Hylton Park Driving Centre in 2011, recently applied for planning permission in Ambergate, near Belper in Derbyshire. If successful, he will transform a 100-acre former wire manufacturing site into The Great British Car Journey. It's set to open in April next year.

Divided into ten historical 'chapters', the Great British Car

Journey will tell the history of UK car manufacture from the Austin Seven onwards, every British volume maker will be tackled, from Austin-Morris' eventual empires, via Rootes, to Ford and Vauxhall.

Richard said: 'The site already looks and feels like Longbridge would have been in its heyday. It will be very uncluttered inside – we want the cars to tell the story.'

Guidance will be provided by pre-programmed tablets given to visitors.

The Great British Car Journey will comprise approximately 100 cars, most of them unrestored, extremely low mileage examples

of cars that were once ubiquitous. Richard lists a 7000-mile Mini 850 as one such asset, along with a 16,000-mile Austin Metro City and a Rover 2138 (SD3). Rootes, Ford and Vauxhall's cars will be well represented, too: Richard has a Sunbeam Rapier, Hillman Imps, Hillman Avenger and a Talbot Alpine in stock for the museum. CCW is also aware of a Cortina 80, Capri MKII and a Moke MKI ready for the floor, along with a Vauxhall Chevette. Richard said: 'That was a particularly tricky car to find; there are so few left.'

A key feature of the Great British Car Journey will be a self-contained driving route around the site so visitors can try out the cars from their childhood. Richard said: 'A lot of younger visitors won't be

aware of how basic these cars were – our Metro City didn't even have a cutout for a parcel shelf. Any long journey was an adventure.'

'I looked at the supercar driving packages we offered at Hylton Park but then I thought: "What if you could drive dad's car?"'

Some air charter will be an offer for visitors to try, including two Morris Minors. Millions already in the collection. Richard said: 'There will be themed packages if people want to try out several cars. So, for example, we could do an Isuzu Hinery, or a Ford or Vauxhall package.'

Cars will come with an instructor in case anyone is unfamiliar with such things as unassisted brakes or choke systems.

drivedadscar.com



CCW reported exclusively on the museum and its spin-off, Drive Dad's Car, on 3 July; it was expected to bring thousands of tourists and enthusiasts into Derbyshire and create a number of local jobs.

IT'S A GREAT OPPORTUNITY!

is something of a hot classic car enthusiasts at the moment. While last year's museum proposal up the road at Derby's

cars they grew up with – and to be afforded the chance to drive them again at the edge of the Peak District is something that no other facility can offer. Let's hope this great idea takes off!

off whichever household repair needs doing and using the funds to buy old cars instead. But I'd like to know what pages you find unmissable every week; it could be the latest news stories, our buying tips, or our trips

back in time in *The Way We Were*. Turn to page 26 to find out how to get involved – and you could be in with a chance of winning £250.

DAVID SIMISTER EDITOR



Myth Buster: The true origins of pioneering design features



Value My Classic: Nissan Micra subjected to expert scrutiny



40 unmissable classic tours from across the UK and Europe



Keeping your classic brimmed after sales of petrol and diesel cars end could become more difficult.

LEGISLATION

HAVE YOUR SAY ON UK PETROL PLAN

You have until 29 May to have your say on how to keep forecourts open

The future mass availability of petrol and diesel for classics has been put into doubt by the announcement by Grant Shapps that new petrol-powered cars could be banned by 2032.

In a surprise move, the Transport Secretary said the ban on the sale of new internal combustion powered cars could be only 12 years away. This follows the Prime Minister's announcement on 4 February that the government would bring forward the existing 2040 ban to 2035. The ban will not place any restrictions on the use of older cars – but independent experts have said that the move to zero-emissions vehicles could lead to greatly reduced availability of petrol and diesel, with the possibility of increased prices.

The Department for Transport is now encouraging classic fans

to share their views on whether a subsequent winding down of filling stations will affect their cars, with a public consultation that will close on Friday 29 May due to be published on their website 'in due course'.

Wayne Scott, communications director of the Federation of British Historic Vehicle Clubs (FBHVC) said: 'It is highly likely that there will still be internal combustion engine (ICE) and hybrid vehicles on the roads for many years after 2035. These vehicles are likely to continue the demand and supply for petrol and diesel. Longer term, we need to monitor the effect that this all has on fuel supply and price due to changing demands. We will also continue to argue to ensure that historic vehicle exemptions remain on a rolling basis.'

East Yorkshire MP and Chair of the All-Party Historic Vehicles

Group, Sir Greg Knight, was unbothered by the news. 'As most new cars are designed to be used for a decade or more, I do not foresee the market for the sale of petrol and diesel tapering off until at least the middle of this century,' he said.

However, a 2019 independent report by industry analyst KPMG estimated that 20 per cent of cars in the UK would be electric by 2030. As the

UK's fleet of cars renews at an average rate of six per cent a year, according to the Society of Motor Manufacturers and Traders (SMMT), a 2032 ban on fossil-fuel-powered cars would see nearly 70 per cent of the UK's cars go electric by 2040, drastically reducing the demand for petrol and diesel filling stations.

Charlie Calderwood
gov.uk

WILL IT AFFECT CLASSIC VALUES?

'I'm not expecting values to be affected by this in the immediate future. It may reduce certain classic values in the long term, but it could push up others too. It depends entirely on other policies relating to classics, and what is identified

as 'classic' by governments. Those policies can change very rapidly, as can public opinion.'

JOHN MAYHEAD
EDITOR, HAGERTY
PRICE GUIDE



IN BRIEF

French firm buys Haynes

Almost a year after its founder John Haynes passed away at the age of 80, renowned manual and non-fiction publisher Haynes Publishing has announced its sale to rival French firm InPro Digital for £114.5m on 13 February. The deal has yet to be finalised, but news of the sale more than doubled Haynes' share value overnight. Haynes Museum, a separate charitable trust to the firm's publishing arm, will not be affected.

haynes.com

Race Retro 2020's line up

Race Retro, held this weekend, 21-23 February at Stoneleigh Park in Warwickshire, is to pay homage to 70 years of Formula One and Jaguar's late test driver Norman Dewis. 'The Greatest Grid' will feature seven significant F1 cars from the 1960 BRM P48 to the 2004 BAR 006; a three Jaguar display (C-type, ex-Geneva E-type drophead '77RW' and XJ13) organised by the Jaguar Enthusiasts' Club, will honour Dewis's career.

raceretro.com

QUOTE OF THE WEEK



The reality is that driving classics through auctions doesn't make a jot of difference to the prices paid.'

BRIGHTWELLS' MATTHEW PARKIN ON HOW CLASSICS ARE BEING SOLD AT AUCTIONS. **BUYING & SELLING, PAGE 40**

IN BRIEF

Jetberg garage demolition

A Derbyshire garage forecourt, frozen in time since it closed in 2002, will finally be knocked down. Jetberg Garage in Castle Gresley became an internet sensation when pictures circulated online showing the overgrown pitch with caged '80s classics. After seven previous applications, South Derbyshire District Council's planning permission, submitted in 2016, was finally approved in early Feb.

southderbyshire.gov.uk

OBITUARY

ERHARD SCHNELL (1927-2020)

Father of the Opel GT and Vauxhall Calibra has passed away, aged 92

Opel designer, Erhard Schnell, died on 8 February, leaving behind a 40-year design legacy on the firm that he joined in 1952.

Schnell's career blossomed with the creation of Europe's first dedicated styling studio at Opel's Rüsselsheim base, modelled on General Motor's operation in Warren, Michigan. His team's Opel GT coupé went into production in 1968, heavily influenced by the experimental GT Schnell crafted out of hours for the IAA International Motorshow three years previously.

After helping to create the 1970 Manta A, he influenced other Opels that would be reworked into best-selling Griffins in the UK – the 1975 Ascona B (re-styled by Wayne Cherry to become the Vauxhall Cavalier MkI); 1979 Kadett D (Vauxhall Astra MkI); 1982 Corsa A (Vauxhall Nova) and 1988 Vectra A (Vauxhall Cavalier MkIII).

The Vectra A/Cavalier MkIII would soon lend its floorpan to another Schnell design; ranked by the man himself as his favourite, 1989's Calibra was beloved by both Opel and Vauxhall fans, who bought it in large numbers.

The 1989 Calibra, Schnell's favourite design, was a strong seller for Vauxhall and Opel.



Schnell with the Opel GT, which his team developed at Opel's Advanced Styling Studio in Germany. He celebrated the 50th anniversary of the car with fans in 2018.



'NOT WHAT I EXPECTED'

'I interviewed Erhard Schnell at the Opel factory in 2013. I always imagined car designers to be aloof, but he was self-effacing and more than happy to make a chap from a German glossy magazine wait while he chatted to a British writer he'd never even heard of.'

MIKE LE CAPLAIN
PRODUCTION EDITOR



MYTH BUSTER

Debunking the most common old wives' tales



DESIGN FEATURES

1 STREAMLINING BEGAN IN THE 1920s

Yes, it did proliferate during the Art Deco era of the 1920s and '30s. But there had been experiments in aerodynamics before this, with a one-off Alfa (not yet Romeo) 40/60 featuring teardrop-style streamlining in 1914. Carrozzeria Castagna of Milan built the Aerodinamica; its air-smoothed shape meant it did 8mph more than the standard model's 78mph.

2 CURVED GLASS WAS A 1950s INNOVATION

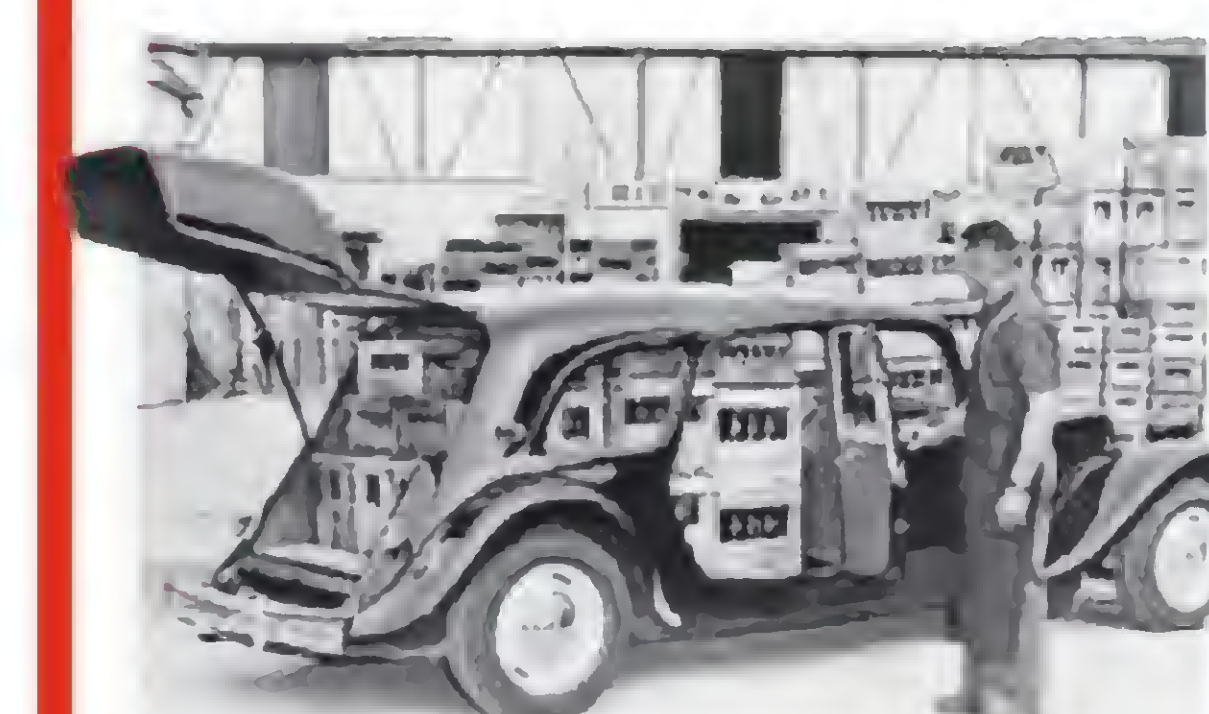
It generally started to find its way into cars in the 1950s. Those that once had split front or rear screens – Morris Minor, VW Beetle et al – went over to one-piece items. However, the 1921 Rumber Tropfenwagen not only had curved front and rear screens more than 30 years before most other cars, but also had curved side glass as well. A true innovator.

3 THE FIRST HATCHBACK WAS...

There's always been keen debate on this, with cars like the Austin/Innocenti A40 MkII Countryman/Combinata and Renault 16 all getting mentions. However, step forward Citroën with its Traction Avant Commerciale of 1939, which had a split tailgate. Production stopped during the war, but the back door became a one-piece hinged panel when it restarted after the conflict.

4 THE FOLDING METAL ROOF IS A MODERN DESIGN

Despite retractable hardtops seeming to be a recent innovation, the idea was conceived as an option for a 1919 Hudson coupé. And while that didn't come to fruition, Peugeot's 402 Eclipse Décapotable of 1935 (above) did offer a folding metal roof that was even powered. **Richard Gunn**



Postwar Traction Avant, complete with the widest-opening hatch ever.

SCENE

Sunbeam was driven by Don Wales following the restoration of its engine in 2015.



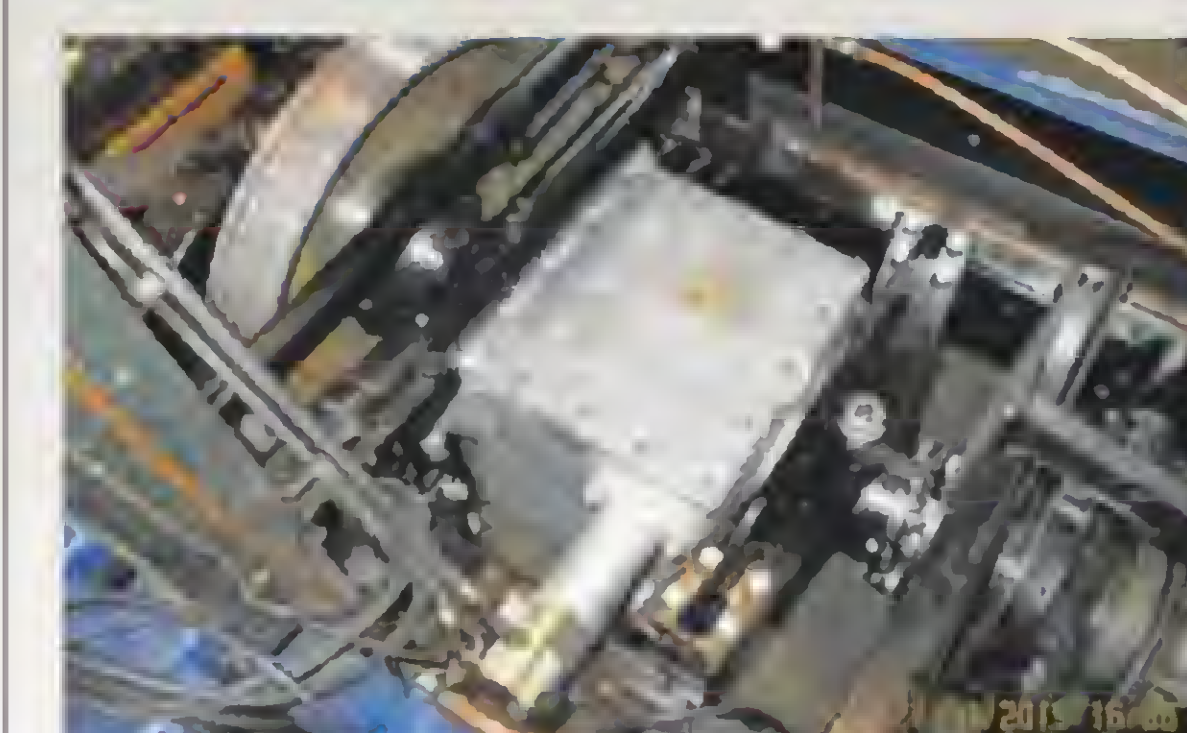
Record-breaking Sunbeam gets gearbox

The National Motor Museum in Beaulieu has overcome a major hurdle in the ongoing restoration of its 1920 Sunbeam 350hp – by fitting it with a new gearbox.

The original unit of the car in which Sir Malcolm Campbell broke the land speed record in 1925 was lost at some point between World War Two and 1957, when the car was bought by Edward, Lord Montagu. Since then, the 18-litre V12 Sunbeam has been using a far weaker unit from a pre-war Albion van. Beaulieu's workshop has sourced and fitted a more robust Bentley C-Type box, allowing for a transmission brake to be fitted as per the Sunbeam's original design.

National Motor Museum PR manager Jane Riddiford said: 'It was a massive milestone to drive the car at Pendine Sands in 2015, and since then, we've worked towards finishing the project.'

beaulieu.co.uk



Adapted Bentley gearbox will allow the Sunbeam to use all of its power.

CLASSICS ON TV

Great cars to look out for on this week's telly



Car SOS

12 March, National Geographic

Fuzz Townshend and Tim Shaw return for a new series of the show that gets beloved but unroadworthy classics restored without their owners noticing.

This season will include a Porsche 356, Austin Healey 3000 and Hillman Imp among the cars to be revived, as well as the show's first-ever tractor. The series will also feature a competition car for the first time

in its eight-season history – an MG Metro 6R4 that took part in the Lombard RAC Rally gets squirreled away by Fuzz and Tim and rebuilt in the Car SOS workshops.

Previews of previous series are on the National Geographic website – and full episodes are on catch-up if you need bringing up to date.

natgeotv.com

Fuzz's How Stuff Works, page 34



FOR SALE

Save Zodiac estate from a grisly fate

Seller says his rare Ford should not be banger-raced

One of only a handful of surviving Ford Zodiac MkIV estates is back on the market, having failed to find a buyer online. Barn-stored since 1978, the MkIV was last taxed in 1991.

Chris Barnes, manager of Barnes' Classic Cars of Essex, which is selling the Zodiac on behalf of a client, said that the vendor was upset at the interest the car had attracted from banger racers.

He said: 'They're very sensitive about who buys the Zodiac. People are saying they wanted to break it or strip it down for its engine.'

All Zodiac MkIV estates, were converted to station wagon configuration by coachbuilder ED Abbott of Farham, Surrey and sold through Ford dealerships as an official model.

Since its appearance on Barnes' website, the Zodiac has also attracted interest from Ford's Essex-based heritage fleet in Dunton. 'There's a connection there,' said Chris, 'because Ford's rally team used Zodiac MkIV estates – full of spares, tyres and tools – as chase vehicles to follow the works rally cars between stages.'

The Zodiac has a four-speed manual gearbox and a full-length Tudor Webasto sunroof; its recorded 89,000 miles are believed to be genuine. The brakes and clutch move freely, but while the 3.0-litre Essex V6 engine turns over, it doesn't start. It also needs attention to its rear wheelarches and outer sill ends but other Zodiac MkIV rust traps – the A pillars, inner wings, battery tray, boot floor, floor pans and doors – appear to be sound and could easily be retained. £4500 or near offer buys the car.

■ barnesclassiccars.co.uk

PRODUCTS

New stuff you'll love

Sharknose V6 - Ferrari 156, Ferrari 246SP & Ferrari 196SP **£109.90**

Ferrari's iconic 'Sharknose' V6s are among the most talked-about cars in motorsport history; this premium-quality, hardback book in a stylish slipcase from McKlein is well worthy of such a storied vehicle, with unequalled content and fantastic visuals.

The book's 452 pages contain 353 black and white images and 75 in colour from the matchless Bernard Cahier archive, many of which have not been seen before. It's a heavyweight volume with a hefty price tag to match. But for Ferrari fanatics, it will be worth every penny.

David Brown

■ **Publisher: McKlein**
■ **Authors: Jorg-Thomas Fodisch**

and Rainer Rossbach
■ **ISBN: 978-3-947156-24-5**
■ mckleinstore.com



Adjustable dampers for BMW E36 Compact **£80**

As the supplier to the BMW Compact Cup race series, GAZ has learned a thing or two about the E36 Compact's suspension – the only part of the E36 range to retain the older E30's responsive,

but rather twitchy rear suspension. For those who would find the coilovers used in the race series excessive, GAZ has released these adjustable dampers that can be set up for road or track.

Charlie Calderwood

■ gazshocks.com

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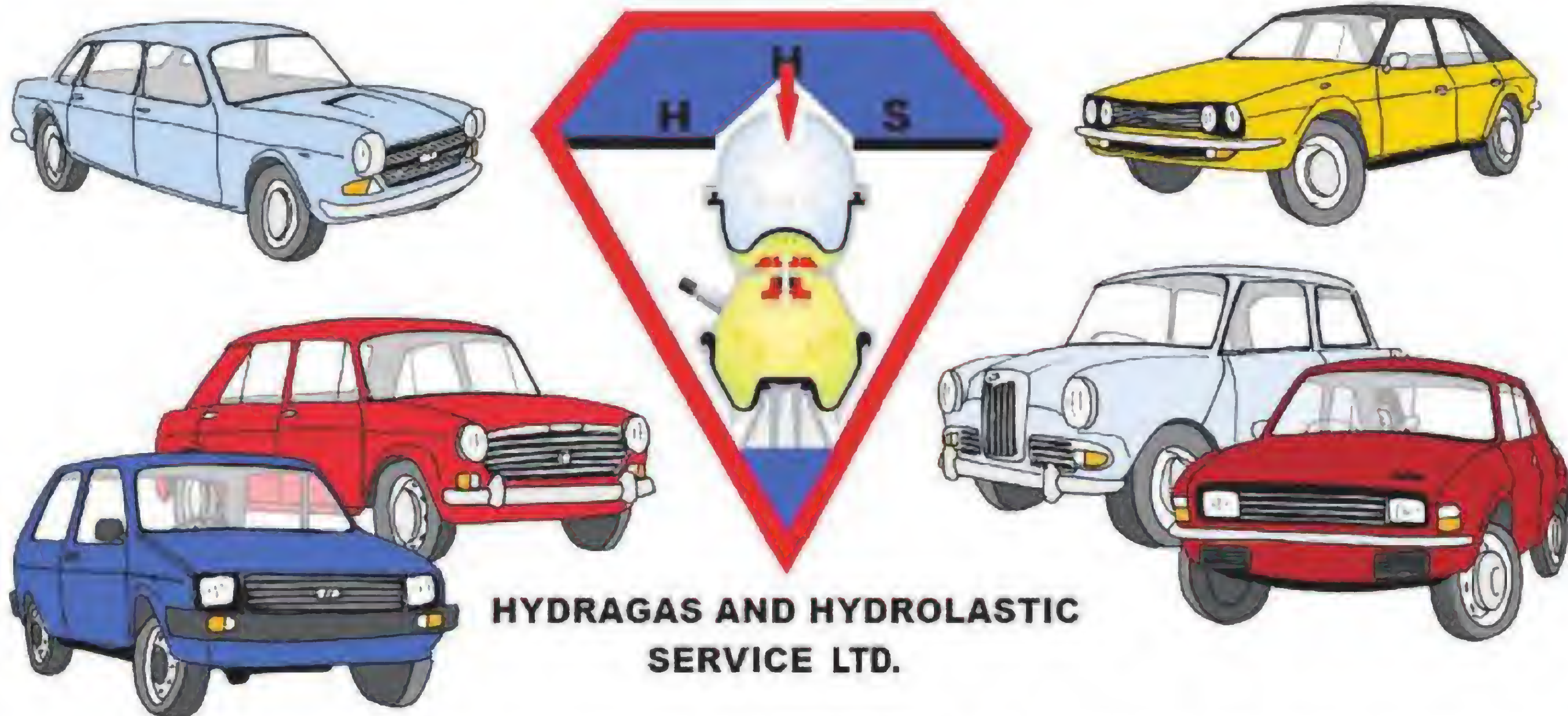
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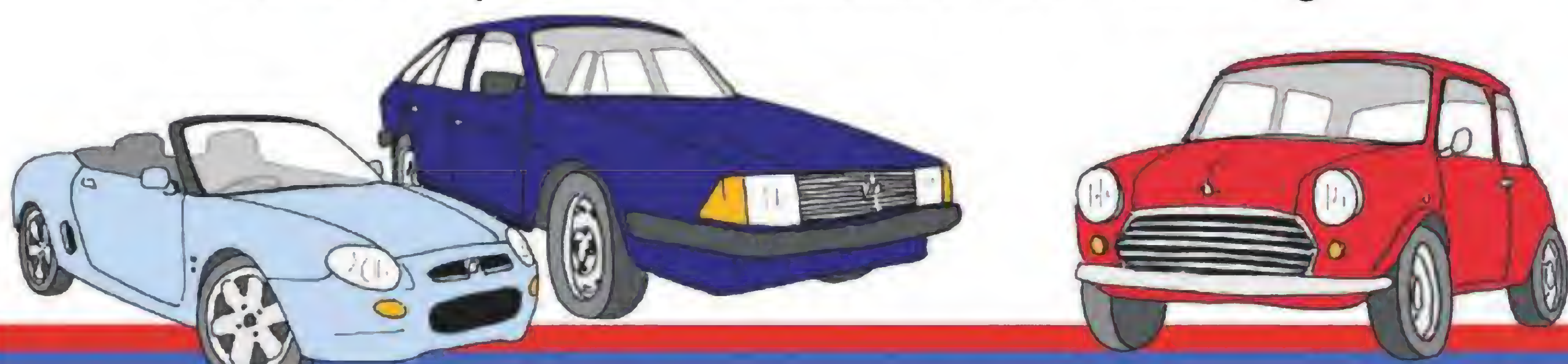
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In 1940s America, it was discovered the little tin-alloy pellets, used in the Hurricane fighters on the Russian front, would stop carbon deposits from forming in engines. For the motor manufacturers this wasn't good news. No carbon deposits meant greatly reduced engine wear, putting a big dent in the profits from component failure, repairs, replacement parts & ultimately new car sales. But for the fuel additive companies with their expensive repeat use cleaners, the little pellets spelt complete disaster, because permanently clean engines wouldn't need them.

This well-known phrase was one of several started to try to ensure the little pellets were ignored. It's still happening. For years, a powerful industry, has repeatedly mis-lead the public about what fuel catalysts actually do. Today, millions of cars, vans & lorries needlessly produce increasing amounts of CO, NOx & CO2 emissions, simply because carbon deposits ruin engine efficiency & clog up exhaust systems. The VW scandal was a prime example, of a cunning attempt to hide the inefficiency & raised emissions that engine deposits always cause.

Engine deposits are the real cause of the excess traffic pollution which blights air quality in towns & cities worldwide. It's carbon deposits that cause the cars, vans & 4x4s we see every day, to pump out those thick clouds of filthy black smoke, as they pull away. Yet where fuel catalysts are used, engines will remain permanently clean & efficient, which means that performance, fuel economy & emissions stay close to those of a brand-new engine.



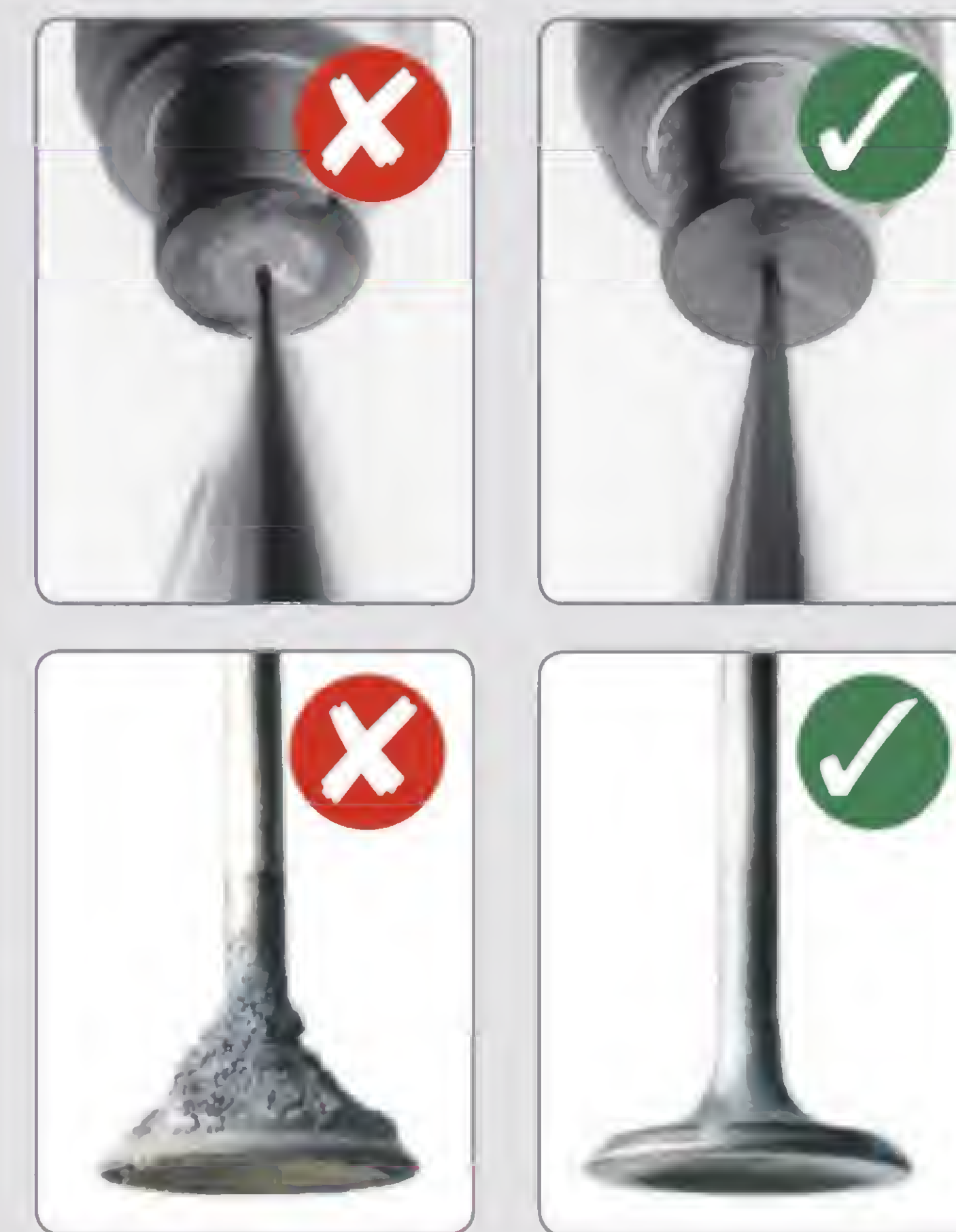
The 80 year old secret the motor industry doesn't want you to know

"If they were that good the motor manufacturers would fit them"

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The 20,000,000 plastic bottles of repeat-use fuel system cleaner, sold in the UK each year, are only a 'sticking-plaster' solution. With fuel catalysts, our excess traffic pollution would permanently disappear, but so would the sales of millions of plastic bottles of chemicals. One rather big reason the public are still being intentionally mis-lead, about what fuel catalysts actually do.

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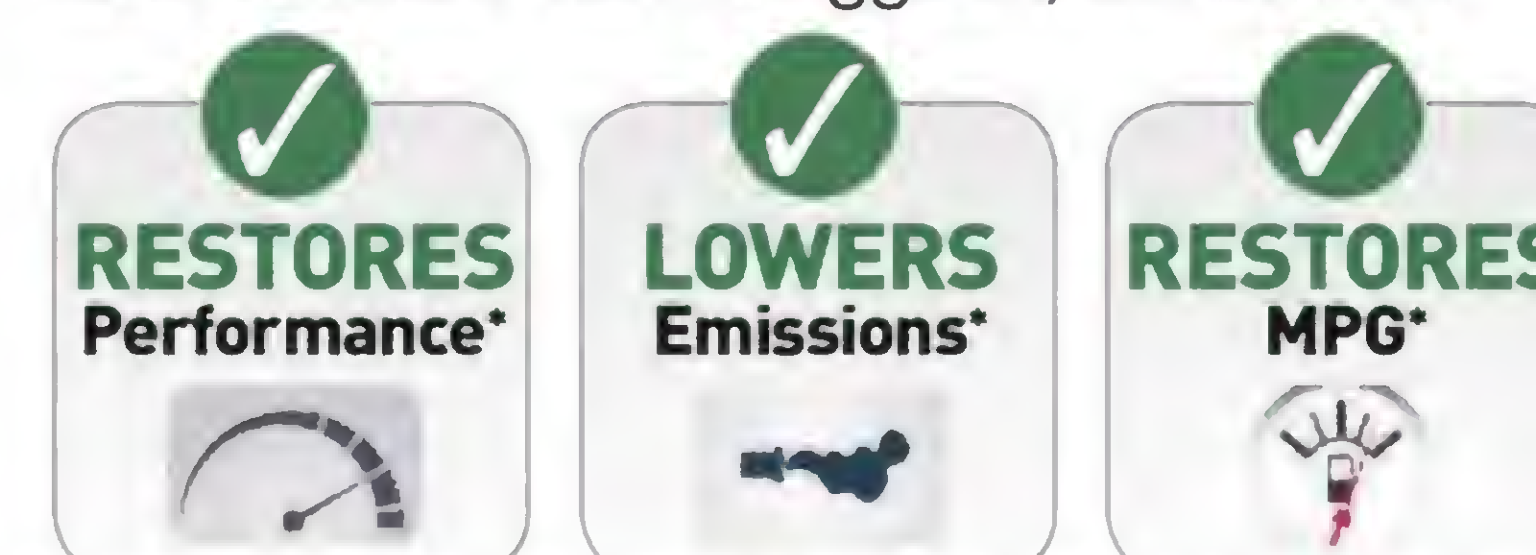
"No more black smoke, way better acceleration & restored fuel economy" Tim Jones, Yorkshire



"Economy has improved from 42/3 to 50mpg on short trips" Steve Foss, Guernsey



"It's astonishing that something so small can have such an effect" John Meggison, Co. Durham



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Have your say on classics



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Astra - why I think it's a cabrio steal

Great article on bargain convertibles (CCW, 5 February) – buy why not include my latest love, a Vauxhall Astra Twintop?

Having sold a mildly modified MG TF 1.8 in 2017 as I had mobility issues after a brain haemorrhage, and selling my Reliant Scimitar GTE last year after 22 years, I had a garage gap and a yearning for a convertible that I can get in and out of.

After viewing a few to ensure access wasn't an issue and to learn some of their common faults, I decided on an Astra Convertible. Just before Christmas 2019 I purchased a 1.8-litre manual Twintop. Downside? The roof lasted a week before failing to proceed.

LETTER OF THE WEEK



Richard Andrews reckons the Astra Twintop is one of the best value convertibles to buy right now.

I did research and got a load of advice, but it wouldn't play ball. In the end, I rang a specialist in Manchester – a 130-mile round trip and after two hours' work I was back home at 2pm with a fully working roof for a lot less than I expected. The brand new pump relays I'd bought turned out to be defective, so the specialist simply took those from his own Twintop and put them in mine.

He told me of lads who manage to buy Twintops for under £500 with non-functioning roofs, and then fix them for under £100. Care must be taken to avoid a bent roof mechanism – replacing one costs £600 more than the lower end of values for these cars.

Richard Andrews, via email
We didn't include the Twintop as values are still on the way down, but we reckon it could have future classic potential - Ed



Film star Islero had £100k spent on its resto in the 1980s.

More on Roger's Lambo

Excellent article by Nick Larkin on the Lamborghini Islero S used in the Roger Moore film *The Man Who Haunted Himself* (CCW, 5 February) – but it wasn't the Lambo that got trashed, it was the Rover P5B that also featured heavily in the film.

Moore's character only dreamt he was driving the Islero, as it morphed back into the Rover just before he totalled it. He didn't, of course; I reckon they just put new number plates on it and used it as the "new"

one for the rest of the film (they were clearly working to a tight budget).

As for the Lamborghini's 'respray', this was actually a full-blown restoration costing £100,000 (in the Eighties); I wonder how much that would be today? I can understand why, though; the Islero is a rare car – only in production for a couple of years – the S even more so, and in right-hand drive form, well, just think rocking horse droppings! I wonder if all five are still alive and well?

Excellent read, as always.

Bryan Plummer, Bishop's Stortford

When students ran Rolls-Royces

I was delighted to read your article on the 1932 Austin 10/4 Clifton for that car belonged to a fellow architectural student in my year at the School of Architecture, University of Manchester.

Then-owner, Graham, regularly made the trip from Wiltshire to Manchester.

There was a keen interest amongst students during the 1960s in motoring, and any visit to the Manchester students' union car park would have revealed, a huge variety of what are now firmly within the 'classic' canon.

Various Morgans, Singers, Rileys and even the occasional Rolls-Royce were commonplace as student transport!

Peter Fawcett, Sheffield



Peter Fawcett remembers when Ray Mason's Austin served as student transport.

VALUE MY CLASSIC

1993 Nissan Micra LS



WHO Mike Wozencroft **MILES** 23,076 **PROVENANCE** Two lady owners **MODS** None **HOW MANY LEFT** 410

HOW LONG HAVE YOU OWNED THE CAR?

We bought the car in January 2015 and paid £300 for it privately from a friend. At that time it had only

done just over 10,000 miles. It's one of the last of the K10 models and has a 988cc 50bhp engine. It had been owned by our friend's wife's mother's from new. When she died his wife transferred the car into her name, but only so that she could legally drive it home. It was sold straight away to my daughter, so it has in effect just had two lady owners during its 27 years. We don't have the car insured at the moment as it is locked up and in storage. It would be interesting to know what the current value is.

HOW MUCH HISTORY?

We have most of the MoTs since the first in 1996. The mileage is currently 23,076 and this is backed up by all the past MoT certificates.

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HAS IT BEEN MODIFIED?

No, it is as it left the factory.

WHAT'S LEFT TO DO ON IT?

Nothing – it just needs to be enjoyed! After we bought the car we put four new tyres on and an new exhaust fitted. At the last MoT it needed some welding on the rear of the sills. It now has an MoT to 31/10/2020 and that was issued with no advisories. It is in dry storage and recorded as SORN at the moment. The spare wheel has never been used and still wears its original tyre.

WHAT WE RECKON

'That was definitely a good buy five years ago. At over three times what you paid, I think this is a realistic value for the car now – and these cars are now picking up a following at classic shows. You'd certainly be

able to buy another similar Micra for that as there are still quite a few about. I have seen a few higher prices being asked for low mileage K10 Micras like this, but as yet no one's biting.'

Russ Smith



CCW'S GUIDE VALUATION £1000

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PRIZE CROSSWORD

WHAT THE WINNER GETS: The first correct crossword entry drawn will win a Ring Smart Charge (worth £59.99), a Ring Zoom Inspection Torch (worth £16.99) and a Ring Digital Keyring Tyre Gauge (worth £9). This great selection of goodies is ideal for when you're working on your car. Send your completed crossword along with your name and address to: CCW Crossword Comp (17 July 2019), Bauer Media, Lynch Wood, Peterborough PE2 6EA. The closing date for entries is Wednesday 26 February 2020.

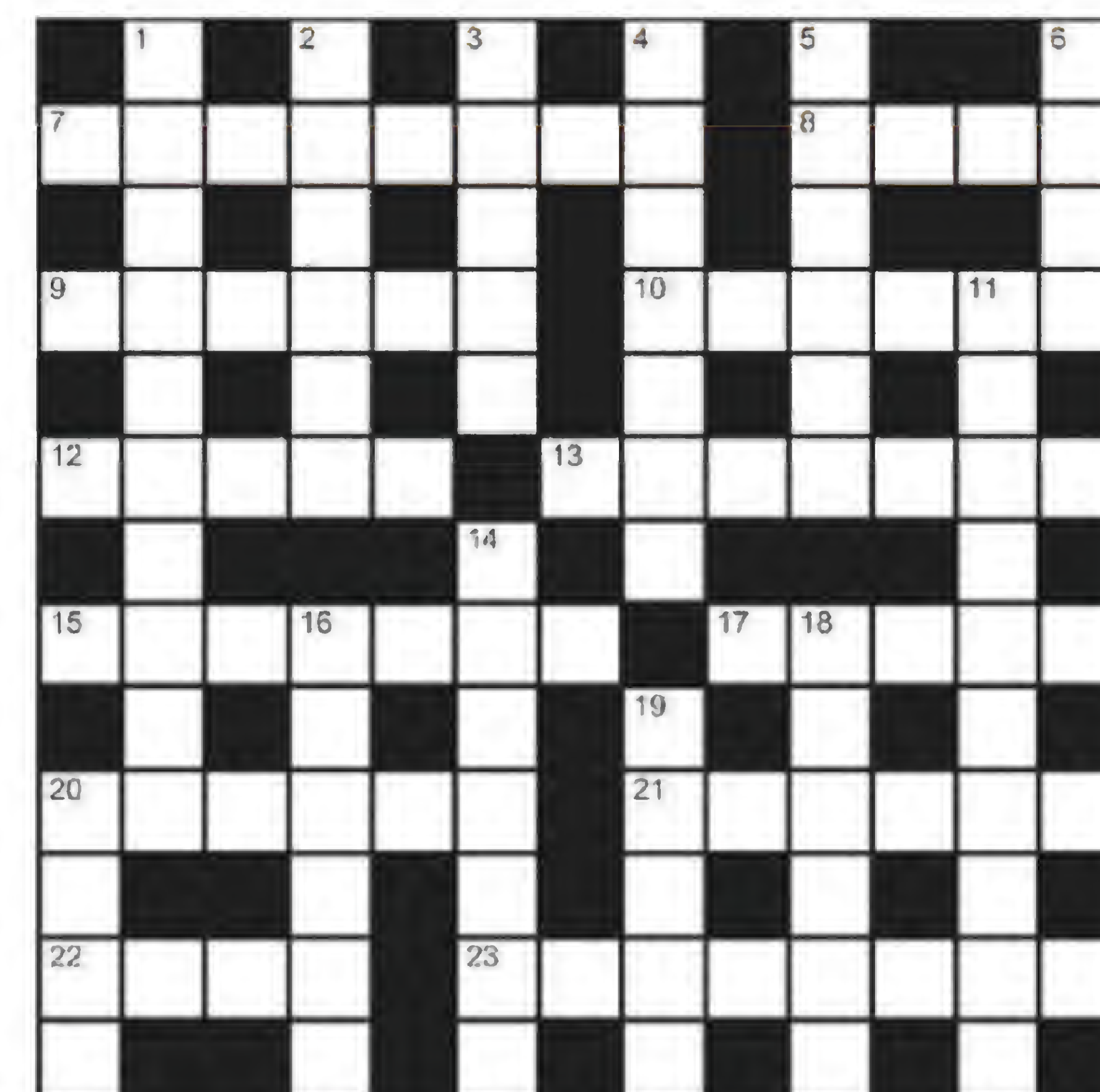
LAST WEEK'S ANSWERS ACROSS 6. Hooper 7. Vitara 9. Siddeleys 10. HSR 11. Yugo 13. Japanese 15. DeLorean 16. Tail 19. Low 20. Armstrong 22. Canley 23. Regent DOWN 1. Bond 2. Seven 3. Fiestas 4. Bagheera 5. Lawrie 6. Husky 8. Megagamma 12. Gullwing 14. Arianes 15. Delica 17. Light 18. Steel 21. Opel

ACROSS

- 7 _ brake, the Reliant Scimitar GTE, for example (8)
- 8 The most widely hailed version of the Fiat 600 Multipla? (4)
- 9 Four-wheel drive Golf released in the mid-1980s (6)
- 10 Renault MPV launched in the 1980s (6)
- 12 This Lotus roadster arrived in the mid-1990s (5)
- 13 Classic Vauxhalls made between 1954 and 1972 (7)
- 15 Who gave us the Beaufighter? (7)
- 17 & 2 down Phantom cars! (5-6)
- 20 Cars like the S110R and 1000MB (6)
- 21 An early 1930s V4-engined release from Lancia (6)
- 22 The Peel Trident's bubble-like roof (4)
- 23 See 19 down

CLUES DOWN

- 1 Which car division took over Rootes in the 1960s? (8,2)
- 2 See 17 across
- 3 A Citroen 2CV spin-off, made in Slough (5)
- 4 _ _ Turbo, British hot hatch unleashed in the early 1980s (2,5)
- 5 Le Mans-winning Jaguar race cars from the 1950s (1-5)
- 6 _ litre, later TVR Griffiths got this size engine (4)
- 11 Dodge pony car (10)
- 14 Affordable Porsche roadster launched in the mid-1990s (7)
- 16 Mr Allard, founder of his own marque (6)
- 18 Romanian car brand originally known as Olcit (6)
- 19 & 23 across Produce the same car under a different brand (5,8)
- 20 Early 1970s releases from Alfa, for short (4)



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OUT & ABOUT

Great events for you and your classics

EVENT REPORT INTERNATIONAL MG & TRIUMPH SPARES DAY, STONELEIGH PARK, WARWICKSHIRE. SUNDAY, 9 FEBRUARY

RISING ABOVE THE STORM

The 150 classics in the event's area dedicated parking area for MGs and Triumphs included this 1974 MGB GT V8 and 1963 Triumph TR4.



Alex Witton bought this 1969 MGC Roadster, which he finished restoring it back in November.

Severe weather warnings couldn't keep fans of MGs and Triumphs away from this marque celebration

More than 7000 classic fans – and 200 of their cars – defied the worst of Storm Ciara to make this one-day event a hit.

Marque devotees heading to the event – who came from as far afield as Norway and the Netherlands – braved gale force winds, downed trees and persistent heavy rain to get to this year's event, but those who made it were rewarded with displays from 27 clubs specialising in Triumphs, MGs and Standards, spares from across the UK and a dedicated area for visitors bringing along their classics, spread out across four halls at Stoneleigh Park.

Highlights included MG fans' first chance to see the Abster, a newly created, rebodied version of the MGF, one of only eight surviving

Triumph Renown Limousines, and a three-car display from the Standard Motor Club that included Shaun Russell's freshly restored 6cwt pick-up – visitors to last year's *Practical Classics* Classic Car and Restoration Show, with Discovery, might recall seeing it as a project.

The main focus was on spares but it was well worth venturing into the classic-only parking area too, where entrants included an MG YB, a rare MG Express van and a delightfully patinated Herald 1200.

Event spokesman, Tom Siddall, said: 'The attendance was good, especially given the weather, with 7000 people attending. The traders were very happy with the results that they saw on the day, and plans are now underway for next year's show.' **David Simister**

THREE WE FOUND TEMPTING MG AND TRIUMPH DEALS



ASKING PRICE
£3995

1977 TRIUMPH TR7

The owner of this UK-spec car has done a good job of paying homage to a rare, US only special edition model, even down to fitting the correct wheels. There are a few chips in the paintwork and a little bit of bubbling around the headlights, but it's only covered 29,000 miles, has an MoT until July and is keenly priced.

Private seller, 07989 854797



ASKING PRICE
£23,950

1976 TRIUMPH TR6

This was originally a US-market car that resided in Texas, but it was converted to right-hand-drive when it was repatriated and restored last year. It's been treated to a couple of tweaks to make it easier to live with, including a VW-sourced ignition coil, and MX-5-sourced seats, and the quality throughout is excellent.

Private seller, 07971 861831



ASKING PRICE
£6750

1959 AUSTIN-HEALEY SPRITE

This Sprite is an unfinished project but is being sold as a runner. It's currently fitted with a 1275cc A-series engine, but the seller's also happy to supply a 948cc unit. It's in fairly good condition, and is well priced for a 'Frogeye' model.

Private seller, 07792 657956

THE
MAIN
EVENT

BRING ME SUNSHINE

Plenty of you have shown you're willing to brave the recent stormy weather in your classic, but if you'd rather enjoy your car in reliable sunshine, our 2020 getaways guide in the next few pages has you covered - time to get booking!

CHARLIE CALDERWOOD EVENTS EDITOR



p14

40 inspiring adventures you can take your classic on this year



p26

Win £250! Simply tell us what you think of Classic Car Weekly



p78

The cars you were driving out and about in mid-'60s Surrey



Jubilee and LE Owners' Club marked the 40th and 45th anniversary of the limited run MGs.



The South Leicester MG Club used its 1999 MGF, 2000 MGF and 1937 MG TA to promote the Ratae Run, a 150-strong charity-fundraising classic car run it's holding on 14 June.



Dave Stansfield, from Coventry, brought along his 1952 Triumph Renown Limousine - one of only eight survivors worldwide.



The Pre-1940 Triumph Motor Club showed off its latest project - this 1935 Gloria, which has just had its woodwork restored.



One of the show's talking points was the Abster, aimed at updating the MGF's styling.



The Triumph Dolomite Club marked the Toledo's 50th anniversary by showing off this Vauxhall-engined 1974 two-door model, owned by Steve Boitout, on their stand.

FEBRUARY

Wednesday 19 Trent Valley Mini Owners Club Night The Gamekeeper, Scotter, Lincolnshire DN21 3TW. 7.30pm. ■ trentvalleymoc.co.uk

Thursday 20-Sunday 23 London Classic Car Show Olympia, Hammersmith, London W14 8UX. Thursday premium tickets only. Standard adult ticket £25. 10am-6pm. ■ thelondonclassiccarshow.co.uk

Friday 21-Sunday 23 Race Retro Stoneleigh Park, Coventry, Warwickshire CV8 2LZ. Indoor historic motorsport show featuring outdoor live rally stages. ■ raceretro.com

Sunday 23 Classic and Custom Car Meeting Anglia Motel and Cafe, Holbeach, Lincolnshire PE12 8LT. All welcome. 1pm-5pm. ■ Search facebook for anglianmonthlymeet

Morris Minors at Manchester Greater Manchester Museum of Transport, Chadderton, Greater Manchester M8 8UW. Adults £4. 10am-4.30pm. ■ gmts.co.uk

The Barn Brewery and Restaurant Meet The Barn, Willey, Warwickshire, CV23 0SL. Free. From 11.30am. ■ Martin01455554624or07748594567

Classic Cars at the Carpenters Dale Abbey, Ilkeston, Derbyshire DE7 4PP. 10am-2pm. ■ 01159325277

Rover Sports Register at Whitewebbs Whitewebbs Museum, Enfield, London EN2 9HW. All Rover models in any condition welcome. £7. 10am-4pm. ■ thersr.co.uk

Thursday 27-Sunday 1 Retro Classics Stuttgart, Messe Stuttgart, Stuttgart 70629. Large indoor classic car show with a focus on car sales. £20. ■ retro-classics.de

Saturday 29 Ace Café All American Cruise and Jeep Meet Ace Café, Brent, London, NW10 7UD. 4pm-11pm. ■ london.acecafe.com

MARCH

Sunday 1 Out of Season Get Together Ruddington Heritage Centre, Mere Way, Nottinghamshire NG11 6NX. 10am-3pm. ■ Katharine and Robert Stewart 01158 490005

Greenwood's Classic Car Show Mimbridge Garden Estate, Station Road, Chobham, Surrey GU24 8AR. Pre-1980s classics preferred, private fire engine museum opened. 8am. Free. ■ Alan07768616343

Midlands and Yorkshire Classic Car Club Meet The Black Swan, Main Street, Brandesburton, East Yorkshire YO25 8RG. All classics welcome. 12pm-2pm. Free. ■ Dean07706924992,midsandyorksccl@aol.com

Newark Autojumble Newark Showground, Coddington, Nottinghamshire NG24 2NY. Display area for cars over 25 years old. From 8am. ■ newarkautojumble.co.uk

Haynes Future Classic Breakfast Club Haynes International Motor Museum, Sparkford, Somerset BA22 7LH. Post-1980 classics, sports cars and supercar meet in museum car park. Free entry. From 8.30am. ■ haynesmotormuseum.com

Wednesday 4 Ace Hot Rod Night Ace Café, Brent, London, NW10 7UD. 6pm-11pm. ■ london.acecafe.com

Thursday 5 Ace Café Classic Mini Meet Ace Café, Brent, London, NW10 7UD. 6pm-11:0pm. ■ london.acecafe.com

Saturday 7 VSCC John Harris Trial Ashover, Derbyshire S45 0BA. Trials for vintage

cars, spectators welcome on select hills. ■ vsc.co.uk

Skegness Classic Car Meet The Welcome Inn, Skegness, Lincolnshire PE25 2LJ. All cars welcome. 12 noon. ■ Graham07922173238

Sunday 8 Classic Car Meet The Dog and Gun, Main Street, Kilby, Leicestershire LE18 3TD. All classic cars, light commercials and bikes welcome. From 11.30am. ■ Tony01162735978,07885951276,John01162886600,07850333083

Haynes Vintage & Classic Breakfast Club Haynes International Motor Museum, Sparkford, Somerset BA22 7LH. Pre-1980 classics meet in museum car park. Free entry. From 8.30am. ■ haynesmotormuseum.com

Southern Classic Society Breakfast Meet Bluebell Railway, Sheffield Park, East Sussex TN22 3QL. Free entry. 8.30am-11.00am. ■ southernclassic.org.uk

Malvern Drive-in Classic Car & Bike Autojumble Three Counties Showground, Malvern, Worcestershire WR13 6NW. 10am-3pm. ■ classicshows.org

Ultimate Dubs The International Centre, Telford, Shropshire TF3 4JH. Indoor show for all VAG models. 9am-4pm. ■ ultimate-dubs.co.uk

South Yorkshire Transport Museum Open Day Rotherham, South Yorkshire S65 3SH. Adults £5, children free. Free admission for those arriving in classic vehicle. 10.30am-4pm. ■ sytm.co.uk

NSRA Southern Swap Meet & Autojumble North Weald Airfield, Epping, Essex CM16 6HR. £10 entry. 9.30am-3pm. ■ nsra.org.uk/southern-swapmeet

Heart of England Classic Transport Club Meet Bulkington Workingmen's Club, Bulkington, Warwickshire CV12 9NH. Vehicles must be over 25 years old. 11.30am-3pm. ■ Roger02476362208

Sunday 15 Surrey Oaks Breakfast Club Surrey Oaks Pub, Newdigate, Surrey RH5 5DZ. 8.30am-11.30am. ■ 01306631200

Huddersfield Autojumble Old Market Building, Huddersfield, West Yorkshire HD1 1RG. Indoor. Open from 10am. ■ phoenixfairs.jimdo.com

Wednesday 18 Trent Valley Mini Owners Club Night The Gamekeeper, Scotter, Lincolnshire DN21 3TW. 7.30pm. ■ trentvalleymoc.co.uk

Sunday 22 Brooklands Mini Day Brooklands Museum, Weybridge, Surrey KT13 0SL. Over 1000 Minis expected with test hill and demo area action. ■ brooklandsmuseum.com

The Barn Brewery and Restaurant Meet The Barn, Willey, Warwickshire, CV23 0SL. Free. From 11.30am. ■ Martin01455554624or07748594567

High Easter Classic & Supercar Meet at Lodge Coaches The Garage, High Easter, Essex CM1 4QR. 10am-2pm.

GET YOUR EVENT INTO CLASSIC CAR WEEKLY

Please send details of your classic event at least two weeks before it takes place to: Events, Classic Car Weekly, Media House, Lynch Wood, Peterborough PE2 6EA. Alternatively email: editorial@classiccarweekly.co.uk

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Dates.....	Times.....
Entry costs.....	Contact name/phone no.....
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EXPLORE BRITAIN & EUROPE IN YOUR CLASSIC

Fancy taking your classic on an adventure? Here's how to do it

There's not a lot in life that's better than taking your classic on a good road on a clear day, but let's imagine that instead of a quick blat down your favourite country road, you're on holiday in the Scottish Highlands, the tree-lined avenues of the South of France or on the autobahns of Germany.

Touring long distances is eminently doable in most classics, but there are checklists to be ticked, and preparations to be made if you're to ensure your holiday remains just that.

Travelling in an organised tour provides both security (many have recovery vehicles on hand to help you) and camaraderie, while travelling on your own offers greater freedom. Either way, there's no better time to embark on such a journey than now – arrangements for Britons driving in the EU beyond 1 January 2021 are still uncertain, but in the current transition period there's no change in circumstances, making a trip across the channel (or the Irish Sea) as easy as it has ever been.

WORDS Charlie Calderwood
PHOTOGRAPHY CCW Collection

1 LEARN THE LAWS OF THE LAND

Did you know Scotland's alcohol limit for driving is almost half of that of the UK's? That it's illegal to drive in flip-flops in Spain? Or that you have to buy a permit to drive on Swiss motorways? Read up online, or find an up-to-date book on the regulations of the country (or countries) you are driving in well in advance.

2 BOOK YOUR CROSSING EARLY

If you're crossing the Channel or the Irish Sea, book early to get the best deal and the time you want. The Eurotunnel is faster at crossing the channel than any boat, but ferries are often cheaper and can be quicker overall if you live closer to Hull or Southampton than Dover – or if your destination is Scandinavia or the Iberian peninsula, which you can get to directly.



3 SERVICE YOUR CAR

It can be easy to creep up on a service interval when you're doing big trip, so it's worth checking if your car is anywhere near needing an oil change or similar – doing it early is better than late. You should also sort any problems you've been putting off before you go, whether it's a tendency to overheat in traffic, or a clunking suspension arm.



4 BRING SPARE PARTS

As well as a basic tool kit, it's worth bringing some parts. This is obviously harder in smaller cars, but small bits that are likely to break are top of the list, such as drive belts and ignition components. Remember that many bits easy to find in Britain are much harder to find abroad, so if there's a component you know your car likes to lunch, bring it – even if you can't fit it yourself.

5 JUMP PACK, HIGH-VIS, JERRY CANS...

A jump pack, or at least jump leads, are essential, while a full jerry can will get you out of a tight spot in unfamiliar areas – just be mindful that ferry operators have differing rules on carrying fuel. High-vis vests for all occupants and a warning triangle are mandatory in France, while it's also useful to write down some basic mph/kph conversions if your car doesn't have a dual reading speedometer – the rough conversion factor is 1:1.6. You'll also need to get some headlamp beam deflectors when driving on the right.

6 ORGANISE BREAKDOWN COVER

Single trip cover is available for those who don't have EU cover included in their standard breakdown policy,

but you can also buy it for UK trips if you don't have breakdown cover at all, or want a short-term upgrade on your existing policy. Those with cars that non-specialists will struggle to deal with should be sure to buy cover that includes a 'take me home' option, or you'll just be dumped at the nearest mechanic.



7 GET PAPERWORK IN ORDER

Your driver's licence is the only form of licence you need for now, but you should also bring your passport, a print out of your motor insurance certificate (check it includes EU cover) and your V5 registration document. A 'green card' from your insurer is also advisable, as it will make any interactions with foreign police easier and faster. Get a GB sticker if you don't have a 'flag' number plate.

8 SECURE YOUR CLASSIC CAR

Your beloved classic is likely going to be parked in less secure places than where it is normally kept, so consider upgrading its security. A steering wheel lock is a good start, while removal of a single ignition component, such as the rotor arm or the ignition coil's HT lead, will deter the casual thief. More valuable classics should really be protected by a tracker – which cost less than you may think and can be controlled by a mobile.



9 PREPARE FOR EMISSION ZONES

Europe has a staggeringly confusing patchwork of emission zones and while most are centred on city centres, France has much larger zones that are activated when air pollution is particularly high. Check online before you set out.

urbanaccessregulations.eu



DAVID SIMISTER 1972 MGB GT

'I've driven around much of continental Europe in my classics before, but the most enjoyable adventure of the lot was right here in Blighty – taking my 'B GT up to the Scottish Highlands, an itch I'd been meaning to scratch ever since I'd bought the car six years earlier. I gave the car a full service and a couple of gentler runs the week before, and it did more than 1000 miles over one long weekend without any issues. Take a couple of mates and their classics with you – help each other out!



MIKE LE CAPLAIN 2001 MGF 1.8i

'I took my MGF to the Le Mans Classic back in 2012 with the CCW team, and while it performed pretty much perfectly throughout, I would certainly get it checked over earlier than I did – I only discovered that that two of its coolant pipes had rotted out 24 hours before I was due to leave. Packing such a small car with a tent, food/cooking gear/cameras and clothing for three days took forensic planning; fitting a 12v socket to charge phones and sat navs is also a shrewd move.'



CHARLIE CALDERWOOD 1999 BMW 318Ti

'You might think a 20-year old BMW is a pretty safe bet – but I felt the need to inject some extra pressure in that it was my wedding I was heading to the Pyrenees for. I'd only bought the car a few months before the journey, so I sorted all the issues I had identified in that time first, including worn ball joints and a set of new tyres. The car performed faultlessly, but I did make a mistake in booking a Channel Tunnel crossing right before the Le Mans 24 Hours – the terminal was absolutely rammed.'



Photo: F&R Rastrelli

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Ready to enjoy an adventure with your classic? Whether close to home or further afield we've got some cracking tours and experiences, all guaranteed to deliver great memories

What all of us have in common is that we enjoy driving and owning our classics – otherwise you probably wouldn't be reading CCW – and chances are we all like heading to a car show or two. But in the hubbub of everyday motoring life it's easy to forget that there are plenty more ways to get the very best out of our treasured motors.

We've got a cracking hobby, so it would be a shame not to get out there and start having a bit more fun with our cars. One way to do that is to undertake a tour or road trip. It doesn't have to break the bank, and a well planned outing is sure to provide memories that last a lifetime. Here's what we recommend for a great 2020.

UK & IRELAND P16
EUROPE P20

WORDS Chris Randall
PHOTOGRAPHY CCW Collection

30 MARCH-2 APRIL WELSH BORDERS & THE SHROPSHIRE HILLS

These really are fine areas of the country, so if you fancy an early Spring break then this should be perfect. The first day will see you heading away from Stratford into the Cotswolds, and from there it's on to Hay-on-Wye for lunch before reaching Ludlow. Day two is a fantastic chance to enjoy the roads around the Welsh Borders, while day three is all about the delights of the Severn Valley. Alongside plenty of driving before heading to the tour's end at Ludlow there's even lunch at a steam railway, which should be good for a bit of nostalgia.

■ **£1295 per car, two sharing**
■ **cctmk.co.uk**

23-27 APRIL SPRING MOTORING WEEKEND

There can't be many better ways to enjoy spring than by jumping into your classic and embarking on a tour around the Yorkshire Dales. Covering around 200 miles, you'll visit lovely spots including Wharfedale, Settle and Ribblesdale, with a day set aside to explore Harrogate. It's a fine town, and the temptation of tea at the famous Betty's tea rooms will be hard to resist. Staying in the historic Old Swan Hotel (which played a part in the story of Agatha Christie's disappearance), a proper Yorkshire breakfast will ensure you're set up for the adventures ahead.

■ **from £685p/p, two sharing**
■ **erlevents.com**



19 APRIL MK CLASSIC TOUR

We'd always encourage you to consider this trip as it raises funds for a good cause – the neo-natal unit at Milton Keynes Hospital. Starting from the Poplar Garden Centre, there's breakfast from 7.30am and then it's off on a 95-mile road run that includes a coffee stop at the fascinating premises of Prodrive in Banbury. And as an added treat there's the opportunity for two laps of the challenging Alpine Circuit at the Millbrook Proving Ground; trust us, it's a real test of car and driver. It all finishes at the Wing at Silverstone for a meal and awards. Not only is it good value but additional passengers are just £25 each.

■ **£110 for driver and co-driver**
■ **autoclassicstorage.co.uk/mk-classic-car-tour-2020**

23-26 APRIL ISLE OF WIGHT

Hopping over to the Isle of Wight on the Southampton-Cowes ferry couldn't be easier. You'll then get a detailed route book to follow along a tour of nearly 150 miles, including

the Military Road towards Freshwater. The yachting history of Cowes itself is worth a look, but don't forget to visit the Needles and Queen Victoria's former home, Osborne House. Plentiful pubs feature too...

■ **£700p/p**
■ **classictravelling.com**



26-28 APRIL 12TH CREDIT CRUNCH SPECIAL

This popular tour involves some terrific scenery in the Welsh Borders and Shropshire. Highlights include the Pistyll Rhaeadr waterfall, lunch at Powys Castle, a visit to the British Ironwork Centre, wine tasting and more. What a trip!

■ **£375p/p, two sharing**
■ **countrylanetours.co.uk**



26 APRIL DRIVE-IT DAY SCOTLAND

Drive-It Day isn't just a reason to celebrate our own classics but to mix with like-minded enthusiasts too. This cracking 120-mile drive begins with a five-star hotel breakfast, and includes a visit to the Jim Clark Museum at Duns.

■ **£98 for one person, £148 for crew of two** ■ **classic-car-tours.com**



15-17 MAY A NOVICE TRIAL

If you're new to the classic car rally scene, then this taster should provide everything you need to fire your enthusiasm. It's a great introduction from the historic endurance rally experts at HERO events, during which you'll experience a mix of classroom and on-road sessions. The Saturday is spent learning all about Tulip routes, timings and map reading and after a working lunch there are a couple of regularity tests lined up for the afternoon. And on the Sunday there's a mini rally of around 140 miles to put your new-found skills to the test. Based in Oswestry, accommodation isn't included so you can book something that suits you.

■ **£390p/p** ■ **heroevents.eu**

29 MAY-2 JUNE GORDON BENNETT IRISH CLASSIC CAR RUN

What a cracking way to spend a bank holiday weekend! Based in the County of Laois, the tour echoes the route of the original 1903 race, giving you chance to explore surrounding areas, and it's all at an enjoyably relaxed pace. Included in the package are return ferry tickets, four nights in a hotel, and entry to the run itself. There's also a driver's dinner and gala dinner to look forward to, and a detailed road book will keep you pointing in the right direction. If you've not yet enjoyed Ireland in your classic, this is a trip we definitely recommend.

■ **£599p/p, two sharing**
■ **sceniccartours.com**

19-25 JUNE CUMBRIA & LAKE DISTRICT

The roads of the Lake District couldn't be a more perfect setting for a classic car tour, so we reckon you're in for a real treat with this one. Not only will you be driving around the Lakes themselves, but you'll also tackle the likes of the Hardknott, Wrynose and Honister Passes. The surrounding scenery is truly spectacular so be sure to take plenty of pictures! And alongside visits to plenty of interesting locations, the tour also includes a trip to the excellent Lakeland Motor Museum.



Covering around 357 miles in total, the organisers provide lots of information to ensure you get the best from the tour.

■ **From £1595p/p**
■ **classictravelling.com**

CLASSIC CAR EVENTS

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classic & historic motoring events this summer



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LE MANS CLASSIC



SPA CLASSIC



MILLE MIGLIA



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www.grandstandmotorsports.co.uk



23-26 JUNE

RAC 1000 MILE TRIAL



It might be among the more expensive tours on our list, but this is a truly cracking event. Celebrating its 120th anniversary, it involves a mix of regularities and driving tests as you head from Preston to the finish in Edinburgh. The route chosen by the organisers will provide plenty of time to really enjoy your classic, and there are a wealth of interesting stops along the way. But it's not all about the driving; the 1000 Mile Trial is also a great social event, and the finale held aboard none other than the Royal Yacht Britannia is a wonderful way to round things off.

■ from £5895 for HERO Premier members ■ heroevents.eu

28 JUNE-4 JULY

IRELAND CLASSIC CAR TOUR



An opportunity to experience everything the Emerald Isle has to offer is never one to be missed, and we are sure you'll like this trip. Starting in County Donegal you'll be heading for the roads of the Wild Atlantic Way, which you'll certainly relish in your own classic, but there's also plenty on offer to give a break from driving. The likes of Ballynahinch Castle and Kylemore Abbey are on the itinerary, and you can even have a go at Irish dancing! The Connemara National Park is stunning, too. The price doesn't include ferry crossings, but you'll be given a discount code for Stena Line.

■ £1530p/p, two sharing
■ backwatertours.co.uk

10-16 JULY

BEST OF WALES



There isn't space here to include all of the highlights, but suffice to say this is a brilliant way to explore Wales. The superb scenery and driving roads are just the start, and will prove a joy in whatever classic you own, and you'll cover around 600 miles in all. With hearty Welsh breakfasts to start each day you'll certainly be ready to explore the Pembrokeshire Coast and Brecon Beacons National Park, Snowdonia, and the quirky village of Portmeirion. There's lots more along the way, so anyone looking for a summer tour will love this.

■ from £599p/p, two sharing
■ sceniccartours.com

10-12 JULY

SUMMER TRIAL

With a shorter format that makes it ideal for newcomers and the less experienced, this is a terrific summer event that always proves popular. And there's a new location for this year – after two years based in the Peak District, 2020 sees the Trial move to Telford which means around 400 miles on the fine roads of mid and north Wales. Open to any car made before 1986, there's the usual great mix of driving tests and regularity sections so it's a chance to challenge yourself and your classic. Surrounded by real enthusiasts, a great social atmosphere is the icing on the cake.

■ £1545 ■ heroevents.eu

12-16 JULY

PORTMEIRION TOUR

If you've not experienced the Italianate village created by Clough Williams-Ellis – the setting for television series, The Prisoner – then this trip comes highly recommended. After a champagne reception, you'll enjoy the stunning Llanberis and Bwlch-y-Groes Passes. Highlights include Caernarfon Castle, the Dinas Dinlle aviation museum and a train trip up Mount Snowdon.

■ Price – check with organiser
■ countrylanetours.co.uk

11-14 SEPTEMBER

GOODWOOD REVIVAL

One of our favourite events of the year, we reckon the Revival's mix of classic vehicles, music, and the chance to don period outfits, all make it unmissable. And this package is a great way to enjoy it. You'll spend three nights in lovely bed and breakfast accommodation, with a coach to take you to and from the circuit so there are no worries about parking. The price includes general admission, although you can upgrade to the Woodcote grandstand at extra cost. If you're planning a visit this year, we'd get this one in the diary.

■ From £569p/p, two sharing
■ grandstandmotorsports.co.uk



6-11 OCTOBER

THE SCOTTISH TOUR

This tour is limited to just ten cars, so book soon! You'll be in for a treat, the trip starting just south of Glasgow before heading towards Inverness, Dunblane, and on to the finish in Edinburgh. Along the way you'll experience some stunning roads around famous Lochs, not to

14-19 JULY

HIGH ROADS TOUR

If it's epic scenery you want, then look no further. Starting around Kendal, the Lake District views are spectacular, and participants will get to tackle the dramatic Newlands Pass. The tour then takes you towards Hadrian's Wall and into Kielder Forest, before you get to experience the delights of the Pennines and the Dales. As a summer tour, this one certainly ticks all the boxes.

■ £1449p/p, two sharing
■ cctmk.co.uk



17-20 SEPTEMBER

ISLE OF MAN FESTIVAL OF MOTORING

Never been to the Isle of Man before? Well, go! The roads and scenery are terrific, but what we're really interested in here is the inaugural Festival of Motoring. It should be a great event, with three-, four- or six-night packages available. Included in the Festival Package are ferry crossings and accommodation, along with all manner of treats including admission to the island's motoring museum and an exclusive road run on Sloc Mountain. Sounds good to us, and if you're already a resident the company can arrange entry-only packages, too.

■ from £299p/p, two sharing
■ sceniccartours.com

6 AUGUST

GOODWOOD TRACK DAY

Steeped in motorsport history, the opportunity to test your own skills on this famous circuit is surely too good to pass up. Limited to 30 cars so everyone gets decent track time, the day kicks off with a briefing in the Sir Jackie Stewart Pavilion where coffee and bacon rolls are on offer. After

the morning session, a good lunch awaits, then it's back on track in the afternoon. With a noise limit of 105dB it should be suitable for most classics. Helmets are provided, and extra drivers or passengers cost just £64.

■ £414 for driver
■ classic-car-tours.com



18 OCTOBER

LITTLE DEVILS TOUR

Inspired by the Devils Own Rallies – strangely named but well known in the 1960s and 1970s with some famous names taking part – this enjoyable tour is non-competitive. Just relax and take in the fine roads, including those that skirt the Lake District's market town of Kendal. Interesting stops throughout the tour include refreshments at the fascinating 19th century Lowther Castle, and the drives include the wonders of the Eden and Lune Valleys, and Kirkby Lonsdale. With two nights' dinner and B&B, this is a very pleasant way to spend a few days with your classic.

■ £329p/p ■ cctmk.co.uk

MAY TO OCTOBER

LUXURY DRIVING TOUR OF SCOTLAND

You can leave your classic at home for this one, and instead pick from a choice of cars – we rather fancy the Jaguar F-Type roadster, which may well be a modern classic in the making. The tour covers 650 miles and has been split into four unique drives. The first takes you from Edinburgh through Glencoe to the Isle of Skye. Then you'll drive part of the North Coast 500 route, followed by an excursion past Loch Ness, and finally a trip through the Cairngorms back to Edinburgh. A route book and pre-programmed GPS will keep you on track.

■ from £2720p/p, two sharing
■ ultimatedrives.net





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MILLE MIGLIA **VIP TOUR 2020**

Tuesday 12 to Saturday 16 May 2020

The original and the best!

Join TV celebrity and motoring legend **Tiff Needell** as we dip in and out of the epic 1,000 mile Mille Miglia on our all inclusive 5 day hosted tour.

Our carefully planned programme will immerse you in the history of this classic event as you enjoy exclusive viewing and privileged hospitality at some truly memorable locations, transferring in the comfort of our chauffeured vehicles. Our boutique hotels are perfectly located and of course you'll enjoy wonderful locations, breath-taking scenery and fabulous wining and dining throughout. We will ensure a stress free, relaxed environment for you to fully enjoy this iconic event and Italian hospitality at its very best!

We look forward to meeting you in Italy!

HOSTED BY TIFF NEEDELL

4 NIGHT VIP HOSTED PROGRAMME INCLUSIONS:

With numbers limited to around 25 clients this tour is intimate, friendly and exclusive.

- » Arrival meet & greet with chauffeured transfers directly to your hotel
- » Boutique hotel accommodation including breakfast
- » Hosted chauffeured transfers throughout the programme
- » Welcome drinks reception and superb regional wining and dining included throughout
- » Private tour of the Mille Miglia Museum including dinner & drinks
- » View all the build up in Brescia and view the cars as they pass our private balcony overlooking Lake Garda
- » VIP Day in the beautiful walled city of Corinaldo. The day includes privileged access passes with viewing of the cars just feet away
- » Informal guided tour of Bologna's key and hidden sights with your own guide
- » Private tour of select motoring museums including optional exclusive behind the scenes access to the Lamborghini Factory
- » Motor Passion concierge management on-site throughout the weekend with hosting by motoring legend Tiff Needell

Price Per Person £2,770

For further details and a full colour proposal contact steve@motor-passion.co.uk, call 01635 31658 or visit www.motor-passion.co.uk

TOURS IN EUROPE

Actually, if you prefer something a little more exotic then we've got that covered, too. Whether its spectacular Alpine vistas, pretty scenery or high-octane classic motorsport (venues like Monaco and Spa are must-visits for those with petrol in their veins) we're certain there is something here to whet the appetite. Heading further afield with your own classic is always an adventure, and if you've not done it before this is the perfect opportunity to dust off your passport and get driving. And we haven't forgotten the pleasures of a driving to a classic car show, either. Head to the likes of Jersey or Mallorca and you can do that, too. Happy touring!

18-22 JUNE CHINON CLASSIC



This promises to be a cracking weekend exploring France's beautiful Loire Valley, a place where fine roads and gorgeous scenery are guaranteed. A rally on the Saturday plus lunch at a chateau form the recipe for a great day, but the real treat here is the main event itself. Sunday is when the vehicle demonstrations take place in the centre of Chinon and you'll be treated to a fabulously eclectic mix of classics, with something to appeal to every taste. And if that's not enough you'll also enjoy lunch at the famous Hotel de France, the favoured location for race teams back in the 1960s.

■ **£1150p/p, two sharing**
■ **classicgt.co.uk**

8-11 MAY MONACO HISTORIC GP



One of the finest events on the classic calendar, why not make 2020 the year you experience it for yourself. Let's face it, few places are as glamorous as Monaco and with a cracking programme of historic racing, this is guaranteed to be a very special event. Hosted by racer, Tiff Needell, you'll be chauffeured from your hotel each day (although not by Tiff!) and when you reach the circuit there's exclusive hospitality awaiting as well as a VIP balcony with superb views over the track and harbour. Trust us, the sights and sounds of the on-track action are the stuff great memories are made of.

■ **from £2795p/p, two sharing**
■ **motor-passion.co.uk**



29 MAY-1 JUNE CIRCUIT HISTORIQUE DE LAON

A fantastic event that sees more than 700 classics of all types on display, this is a weekend that's not to be missed. After the ferry crossing you'll head down to Laon, enjoying a chance to show off your own classic in Le Touquet along the way. The Saturday is all about the big rally, and then on Sunday it's time for a wander

around the closed street parade. In terms of accommodation, camping is your cheapest option so if you can squeeze a tent and some gear into your classic then so much the better. But hotels are available at extra cost, too.

■ **from £189p/p**
■ **sceniccartours.com**



12-16 MAY MILLE MIGLIA

The epic Mille Miglia race plays a very special part in motorsport history, and this trip guarantees an experience that will live long in the memory. Drive your own classic down to Desenzano where you'll spend one night, or take a flight – the choice is yours – and once you arrive there's masses to enjoy. Spending time among the sights and sounds of superb racing cars in Brescia and Bologna will be unforgettable, not to



mention the VIP hospitality, and private tours of the Mille Miglia museum and Lamborghini factory. And it's all hosted by Tiff Needell. What a treat!

■ **£2770p/p two sharing**
■ **motor-passion.co.uk**

22-25 MAY SPA CLASSIC

The Belgian circuit is legendary, and this is a chance to enjoy plenty of exciting racing. There really is something for every motorsport enthusiast, from Group C racers and single seaters through to '60s sports cars and touring cars, and watching them tackle the

fearsome circuit is thrilling. A simply brilliant event that you won't want to miss, the package includes entrance tickets, paddock access, and a ticket for the grandstands. And for an extra cost you can bag twenty five minutes of track laps in your own classic or sports car. Choose from camping or a hotel package.

■ **from £285p/p**
■ **traveldestinations.co.uk**



4-7 JUNE

JERSEY INTERNATIONAL MOTORING FESTIVAL

A brilliant summer trip is in store, one that starts with being whisked across to Jersey on the high-speed ferry from Poole. Once you arrive you'll be ready to immerse yourself in everything this cracking event has to offer, from static displays of classic cars and bikes to a programme of hillclimbs and sprints. It's

the largest motoring event in the Channel Islands but it's not just the Festival itself that's tempting. The roads around Jersey are lovely, so there is plenty of time to explore at your own pace. Choose from three-, four- or six-night packages.

■ **from £399p/p**
■ **sceniccartours.com**





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IRISH JIG

MAY 18TH - 22ND 2020

RUN TO THE SUN

JUNE 14TH - 19TH 2020

ALPINE EXPRESS

SEPTEMBER 20TH - 26TH 2020



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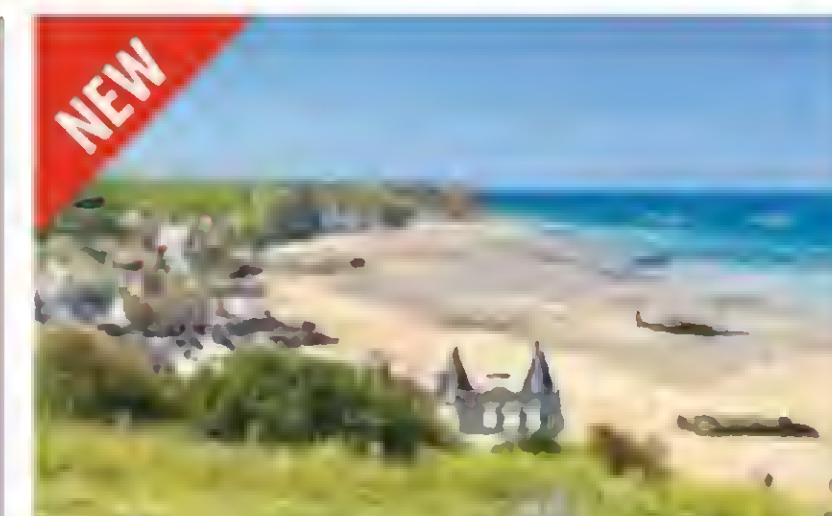
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SUNDAY 19TH
APRIL 2020

START



POPLARS GARDEN CENTRE

SECTION 1



MILLBROOK ALPINE CIRCUIT

SECTION 2



PRODRIVE MUSEUM

FINISH



SILVERSTONE PADDOCK CLUB

A non-competitive 95 mile tour (approx) for vintage, classic cars and others, at organisers discretion, through Beds, Bucks, Northants and Oxfordshire - easy to follow roadbook.

To book please contact Alison & Michael on 01525 290117
or email info@mkclassictours.co.uk

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THE UK'S BIGGEST CLASSIC CAR PILGRIMAGE TO EUROPE!

29th May to 1st June 2020 - 4 Days, 3 Nights From £189.00* to £519.00* Per Person

• Return P&O Ferry Crossing (Dover to Calais) • 3 Nights Accommodation • Buffet Breakfasts • Car Display in Le Touquet
• Laon Historique Entry Fee • Concours d'Elegance • Saturday Rally with Lunch Snack • Sunday 'Closed Street Parade'
• Optional Monday Run • Commemorative Tour Rally Plate • Suitable Car Parking at all Hotels

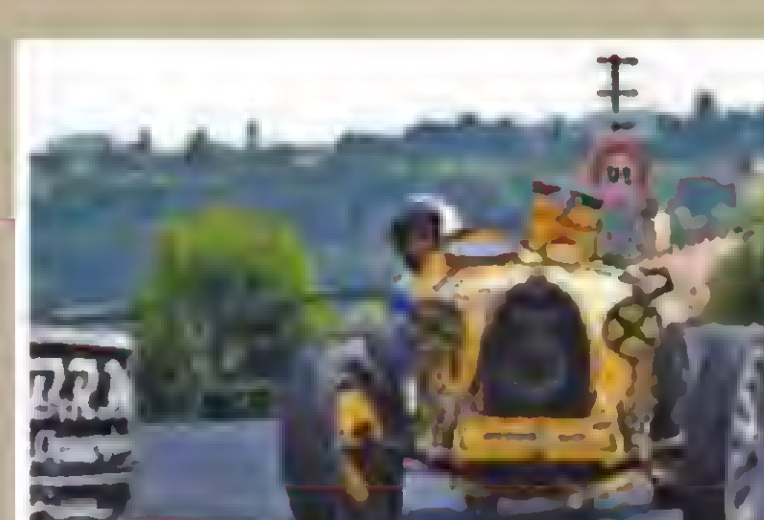
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CALL US FOR A BROCHURE OR FOR MORE INFORMATION
☎ 01732 879153 or see www.sceniccartours.com

All flight bookings are operated for Scenic Car Tours by our sister company, Success Tours, ATOL No. 5114
*All prices are per person and based on 2 persons occupying a car and a twin/double room.
Single supplement available on request. All prices correct at time of going to print.



10-24 SEPTEMBER

MALLORCA CLASSIC CAR WEEK



This brilliant adventure starts with a ferry crossing to Santander, from where you'll head down through Spain to Barcelona and the crossing to Mallorca. Once there, you'll be based at the lovely Lindner Golf and Wellness Resort, not far from Palma. There you'll have plenty of time to soak up the surroundings and explore everything that this lovely island has to offer. But the real highlight is the event itself. Packed with great classics and plenty of enthusiasts, the package includes the entry free, meals, route books and a variety of social events where you can relax and talk old motors. Sounds good to us.

■ from £2199p/p
■ traveldestinations.co.uk

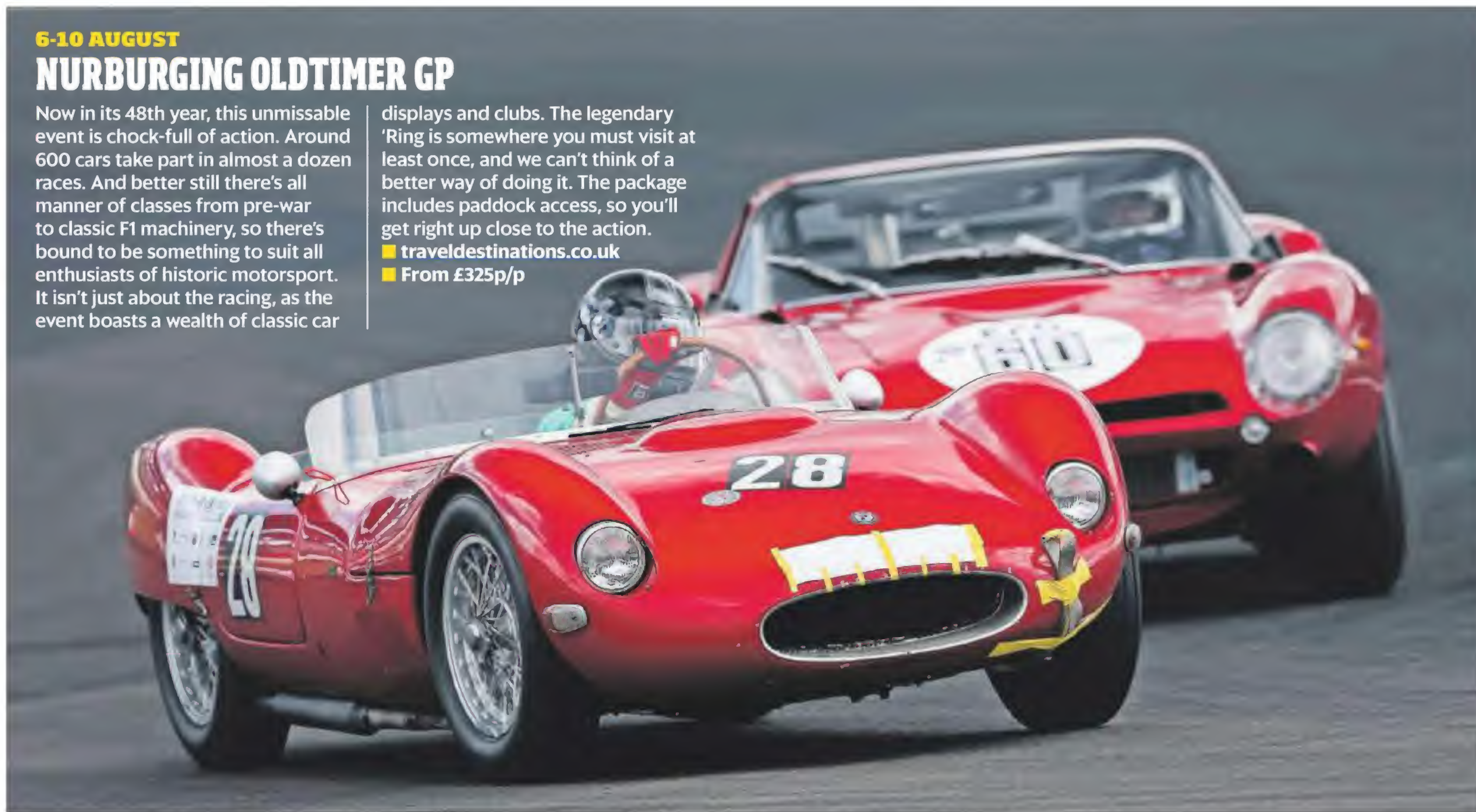
6-10 AUGUST

NURBURGING OLDTIMER GP

Now in its 48th year, this unmissable event is chock-full of action. Around 600 cars take part in almost a dozen races. And better still there's all manner of classes from pre-war to classic F1 machinery, so there's bound to be something to suit all enthusiasts of historic motorsport. It isn't just about the racing, as the event boasts a wealth of classic car

displays and clubs. The legendary 'Ring is somewhere you must visit at least once, and we can't think of a better way of doing it. The package includes paddock access, so you'll get right up close to the action.

■ traveldestinations.co.uk
■ From £325p/p



3-9 SEPTEMBER

CLASSIC EUROPE

Non-competitive and open to all classics, this is a lovely way to enjoy a tour. Starting in Blois, you'll be heading towards Poitiers and on to Clermont-Ferrand, and by day six you'll be on the way to Lyon. Along with fine drives and lovely scenery, there's plenty more to enjoy including a visit to the Matra museum and entry to some stunning châteaux. And if you're feeling adventurous you might be tempted to take to the water in the Gorge du Tarn; just be sure to send us a picture if you decide to swap your classic for a kayak...

■ £1180p/p, two sharing
■ greatroadjourneys.com



19-22 JUNE

REIMS CHAMPAGNE TOUR

Alongside some lovely drives, this short tour really packs in some treats; meandering through pretty French villages, such as those of the Marne Valley, is just the beginning. You'll enjoy visits to fine champagne houses in Reims and Epernay where tastings are on offer (perhaps one for your passenger!). The tour will take in a visit to the historic

Reims racing circuit which promises plenty of reminders of heroic racers past, and you'll even drop by the workshops of JMW Racing along the way. So if you're a motorsport fan and fancy filling your boot with a few cases of France's finest bubbly, this is the trip for you.

■ £588p/p
■ classic-car-tours.com



4-5 JULY

LE MANS CLASSIC

If classic motorsport is your bag then a trip to Le Mans Classic is a must for any motorsport enthusiast – making this just

the trip for you. The package includes a ferry crossing from Dover to Calais (alternative crossings are available) and once you reach the circuit you're in for a truly epic display of historic racing. Special parking has been reserved for

pre-1966 cars, and you'll also have access to your own marquee when you're ready to take a break from the action. Choose either three- or four-night bookings.

■ from £669p/p, two sharing
■ grandstandmotorsports.co.uk

28 JUNE - 4 JULY

LUSCIOUS LOMBARDY

Can there be a more delightful way to explore this region of Italy than behind

the wheel of a classic Fiat 500? The diminutive 'Cinquecento' might not be fast but it is absolutely brimming with character, and it's guaranteed to make the tour lots of fun. It all starts at Monza with a look around the historic circuit, before you head off on a blissful excursion that takes in the likes of Lake Como, Bormio, Lake Garda and Verona. Plus, you'll tackle the thrilling Stelvio Pass with its dozens of hairpin bends and stunning views. And if you fancy more space and performance, you can always join the tour in your own classic.

■ from £895p/p
(£1595p/p if using the Fiat 500)
■ classicarholidays.co.uk



Chateaux, Champagne & Circuits

May 9th – 23rd, 2020



Country Lane Tours

This one-off tour is designed to explore some of the forgotten race circuits in France as well as stay mainly in a series of exclusive chateaux hotels, such as Chateau Gilly and Chateau D'Artigny - see photos. The renowned *Country Lane Tours* back up of detailed road book, support vehicle crewed by experienced mechanics, and presence of the organiser throughout, ensures a stress-free holiday with your vintage or classic car.

Circuits being visited include Reims, Montlhery, Dijon Prenois, Magny Cours, Clermont-Ferrand, Le Mans, and Rouen Essarts. Of course it's not just about circuits and luxury chateaux, champagne is also involved, as are visits to various attractions including the Bayeux Tapestry and a WW2 V1 rocket site.

Places are limited to just thirty cars and already twenty-one entries have been received, all from previous *Country Lane Tours* clients.



For the full schedule, email your name and postal address to:
countrylanetours@gmail.com or call Ian: 07803 407881.



VARIOUS DATES

RENT A CLASSIC

If you've ever wanted to explore the south of France behind the wheel of a classic, then why not rent one? This company is based in Nice and boasts a terrific selection of cars to borrow, from the delights of an MGA to Italian supercars, so there's bound to be something that takes your fancy. You can hire one for one, three or seven days, with additional days available at extra cost, and the price includes mileage of 125km per day. If you want to experience a classic for the first time, or if you just fancy a change from your own car, this is a great option to consider.

■ Prices vary with car
■ rentaclassiccar.com



16-22 SEPTEMBER

CIRCUIT DES RAMPARTS ANGOULÊME

The trip comprises a rally on the Saturday taking you through the vineyards of Cognac amongst other locations, with race tickets and paddock passes for the Sunday, and excellent hospitality is included. A night in the famous Hotel de France is a further treat and by the Friday participants will be heading from La

Chartre-sur-le-Loir to Angoulême itself. There really is plenty to enjoy here, from a superb Concours d'Elegance to some great classic racing. However, you should check with the organiser that your car will be eligible for the Saturday rally.

■ £1695p/p, two sharing
■ classicgt.co.uk

30 SEPTEMBER-7 OCTOBER

THE SWISS LAKES & MOUNTAINS

If it's spectacular scenery you're after, then we're pretty sure that this tour – which explores the Bernese Overland region – has it covered. The views are truly breath-taking so you'll certainly want to pack your camera, but don't spend too long peering through the view

finder; you'll miss the opportunity to drive superb roads. Covering almost 1200 miles, the tour takes you from Nancy to Interlaken, and then on to Lausanne and Troyes. A trip to the top of the Jungfrau is a definite highlight, but even more special is the 28th Swiss Classic British Car Meet in Morges. Over 1500 vehicles attend, but you'll need to be driving a car more than twenty years old to be included.

■ From £899p/p, two sharing
■ sceniccartours.com



15-21 OCTOBER

AUTUMN AMBLE

With winter on its way there's time to squeeze in one more tour, and this promises to be a cracker. Perfect for all

classics, it's a relaxed trip that begins with a ferry crossing from Portsmouth to Ouistreham (where you'll spend one night) before you head off on an exploration of North Normandy. You'll visit some superb locations, including

plenty of charming French villages with great food and wines on offer. With lots of history and fine scenery to enjoy, this is a great way to round off the season.

■ from £1355, two sharing
■ erlevents.com

VARIOUS DATES

ALSACE DRIVING TOUR



For this tour you can leave your own classic at home and instead get to choose from a great selection of modern sports cars. Choice made, you'll embark on a tour of around 500 miles that begins in Zurich before heading through the Black Forest and on to the spa resort of Baden Baden. The Alsace region really is lovely, and there's the promise of great roads together with even finer cuisine and wine – it's a real treat for the senses in more ways than one. And don't forget the spectacular, dramatic scenery of the Vosges Mountains.

■ Prices vary with car choice
■ ultimatedrives.net

VARIOUS DATES

RENT A CLASSIC PORTUGAL

As well as being able to rent you a classic in the South of France, this

company also has an alternative. A fairly new venture based in Portugal (less than half an hour from Lisbon), they now have thirty great cars to choose from. And if you've not explored the country before, then you'll discover plenty to enjoy. Lisbon itself is worth a

visit, but you could also experience the delights of Porto and the Douro Valley. With great countryside, and fine food and wines, a classic tour of Portugal is bound to be huge fun.

■ Prices vary with car
■ rentaclassiccarportugal.com



17-28 SEPTEMBER

ITALIAN LAKES & SWISS ALPS



We'd need a lot more space to detail all of this trip's highlights, but suffice to say you'll have a brilliant time. Starting and finishing in Switzerland, stunning roads and scenery are guaranteed as you experience the likes of the Simplon and Stelvio Passes, St Moritz and gorgeous Italian lakes including Maggiore and Como. The delights of Alpine villages and drives through Swiss vineyards will make for lovely detours too, and with the tour covering around 1200 miles there's a huge amount to enjoy here. Fine hotels provide complete relaxation, and you'll even get a smartphone app with all of the tour information.

■ €4995p/p, two sharing
■ classictravelling.com

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DAVID SIMISTER EDITOR

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FIVE CLASSIC TRIALS 1990 BMW 325i TOURING

BMW'S BIGGER HOT HATCH

Load-lugger or sports car? The E30 Touring is both – and more. It's amazing to discover, then, that BMW almost didn't make it at all...

It's strange, given the popularity of its current estate cars, to think that BMW had no plans to release the Touring when it introduced the second-generation 3 Series in 1982. In fact, it might still have no presence in this lucrative corner of the market had it not been for one of its prototype engineers, Max Reischböck.

The story goes that Reischböck needed suitable transport for his expanding family – something with a bigger boot – but there was nothing that BMW could offer. So he took it upon himself to

buy a second-hand E30 and fabricate new door frames, extend the roof panel and add a tailgate – all in his own time, using his own tools. His prototype garnered factory approval and the production Touring went on sale in 1987.

The Touring was initially only available as a 325i here in the UK, with a choice of five-speed manual or four-speed automatic transmission; the example we're driving here has the latter.

Inside, the driver is greeted with pin-striped grey cloth and black moulded plastics, lending the interior a smart executive feel. Controls are

laid out methodically, with those in the centre console angled towards the driver. 'Our' BMW's first owner selected a Blaupunkt radio/cassette player, electric windows and a sunroof from the list of extras, but resisted the temptation of heated seats and an onboard computer.

Estate cars have a reputation for being more workhorse than thoroughbred, but this BMW subverts expectations on the move. It's immediately apparent that the car is extremely easy to drive; the six-cylinder M20 engine, regulated by Bosch Motronic fuel injection, is fantastically flexible and capable of delivering power smoothly and unobtrusively, with ample torque for relaxed cruising.

Floor the throttle, though, and something magical happens – the gearbox obeys the order to kick down immediately and revs up to 4500rpm in what feels like an instant. The engine note is wonderful when exercised into the higher regions of the rev range and it howls with gusto at 5000rpm as you approach the national speed limit.

Equally, the gearbox reacts accordingly when you're not as heavy-footed with the throttle, holding on to the gear right up until the point when you begin to lift off. It's very intuitive for an automatic gearbox.

The Touring is almost mechanically identical to the 325i saloon, barring some adjustments to spring rates and damper settings, but the additional bodywork weighs 90kg, meaning that it weighs in at 1258kg. That's still less than its convertible stablemate, though, and as such performance is largely unaffected. This is, in short, an estate car that

can accelerate from rest to 60mph in fewer than eight seconds.

And everything feels like it tightens up when you do accelerate. The suspension – which comprises MacPherson struts at the front and semi-trailing arms at the rear with anti-roll bars all round – delivers fantastic road-holding.

Earlier E30s have a reputation for tricky on-the-limit handling, though changes to the suspension geometry (from which the Touring models benefit) do mean that later examples are much more forgiving. There's a degree of body roll, but no hint of oversteer on dry roads. Even uneven surfaces do little to alter the driver's course mid-corner.

The ride is best described as being comfortable rather than cossetting; vibrations can be felt through the steering wheel but large wheel movements ensure that passengers remain mostly unperturbed. There is minimal wind noise, but quite a bit of road rumble.

If there is anything to criticise, it's that power assistance dulls feedback through the classically stylish and pleasingly proportioned steering wheel. Likewise, the steering is rather low-geared, requiring more than four turns from lock-to-lock.

Slightly boat-like steering aside, this 325i Touring really impresses the enthusiast driver. It genuinely feels more like a large hot hatch than a more traditional estate, with the available performance to enjoy just about any type of road the UK has to offer.

It seems fitting, then, that BMW rewarded Herr Reischböck with the last 3 Series Touring ever built.

WORDS Chris Hope
PHOTOGRAPHY Stuart Collins

The Touring may be 90kg heavier than the saloon, but still cracks 0-60mph in fewer than eight seconds.



WHAT TO PAY | PROJECT £1500-3000 | USABLE £3000-6000
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E30 Touring looks as though it was designed to be an estate from the outset. In reality, engineer Max Reischböck designed it in a garage in his spare time.



3 Series' famously driver-centric dashboard first appeared in the E21 in 1975 and only vanished at the launch of the E90 in 2004.



Thick tyre walls do little to offset the firm, sporting ride.



'Swingometer' instant mpg gauge sits inside rev counter.

FIVE TRIALS

We enjoy the BMW E30 3 Series and put it fully to the test

1 DAILY DRIVING

There's no reason not to use a Touring regularly, though it must be said that driving around town more often than not will result in low-20s economy for the 325i. Assuming that this doesn't put you off, visibility is good and a tight turning circle aids low-speed manoeuvres, as does the power-assisted steering. The rear seat cushions lift forward into the footwell allowing seat backs to be lowered to extend the load space further, too. All engines are long-lived so there's no need to feel guilty about piling on the miles, though we'd recommend protecting the car's nether regions with anti-rust treatment if you're considering year-round use.

2 IN THE SERVICE BAY

Engine bay access is good overall, so the home mechanic can attend to most maintenance requirements. We would recommend joining the BMW Car Club, which can assist with those odd jobs that may flummox you. With the exception of the earliest M10 engines and the twin-cam M42 (which are chain-driven), BMW recommends cambelt changes be carried out on its four- and six-cylinder engines every 36,000 miles or three years. Mercifully, replacement is inexpensive and relatively straightforward. Likewise, all engines have alloy cylinder heads, so it's worth replacing the coolant when you change the oil and filters every year.

3 ON THE SHOW CIRCUIT

The second-generation 3 Series has been recognised as a bona fide classic for a long time now, so expect to be ushered in to a classic event unless there's a strict cut-off date. However, if you fancy bumping in to fellow E30 enthusiasts there are events we can recommend. The Ace Café is holding its next German Night on 2 March, while Beaulieu's Simply BMW event is on 19 July. The BMW Car Club has yet to announce dates for its National Weekend (usually held at the British Motor Museum in August) but has a full calendar of regional meets to keep enthusiasts busy in the meantime.

4 THE LONG WEEKEND

The 14-gallon fuel tank and high-20s cruising economy should ensure a range of more than 350 miles. What's more, you're unlikely to need a break between fuel stops because the front seats in particular are supremely comfortable. Travelling four or five up, those in the rear sit slightly higher, but there should still be ample headroom. Whether its suitcase or assorted camping clobber, you won't need to worry about leaving stuff at home – and a roller blind conceals the load space from prying eyes. You can expect unruffled high-speed cruising with power on demand for motorway overtakes as and when required, too.

5 THE B-ROAD BLAST

The 325i suits automatic transmission, but you'll probably find yourself yearning for the close-ratio Getrag five-speed manual gearbox's greater driver involvement on a quiet, twisty stretch of road, not for any notable gains in point-to-point performance. That said, the auto is incredibly intuitive and the way in which the 325i in particular feels positively glued to the road fools you into thinking that you're driving a sports saloon – until, that is, you glance in to the rear view mirror and see the additional interior dimensions. In short, you can have a lot of fun on country roads regardless of which gearbox you've got.

E30 3 Series timeline

1983

Second-generation (E30) 3 Series arrives as a two-door in March with a selection of M20 engines six-cylinder 1990cc (125bhp 320i) and 2315cc (139bhp 323i), plus four-pot M10 1766cc (90bhp 316i). Four-door arrives in October, around the same time as the 1766cc is available in a higher state of tune as the 105bhp 318i.

1984

Baur Cabriolet debuts in March. Four-speed auto optional on all models from October.

1985

171bhp 2494cc 325i replaces the 323i and 320i's power increased to 129bhp. Five-speed gearbox now standard. BMW prototype engineer Max Reisböck begins work on a 3 Series estate.

1986

BMW releases its own convertible and all models receive styling tweaks to improve aerodynamics.

1987

E30 range receives a facelift with revised rear wheel arches, plastic bumpers and lights. M40 engine introduced in the 316i and 318i. Reisböck's Touring wins over board members and is introduced in the UK the following year.

1990

M42 four-cylinder twin-cam 1796cc 136bhp 318is arrives in February. E30 saloons replaced in December by the third-generation E36. Convertible production continues until 1993 while the last E30 made – a Touring – is built in 1994. It's gifted to Max Reisböck in recognition of his work.

THANKS TO Auto Classics, based in Northampton, for loaning us this 1990 BMW 325i Touring, which has since sold. ■ 01604 318676 ■ auto-classics.co.uk



Super-smooth 2.5-litre M20 straight six also saw service in the E34 525i and Z1 sports car.

BUYING TIPS

1 LOOK OUT FOR RUST

Rust-proofing out of the BMW factory was good, but 25 years on since the last E30 was produced, it's vital to check the wheel arches, valances, door bottoms and sills. If you're inspecting a Touring, be aware that the tailgate is also prone to rot.

2 CHECK OUT THE SUSPENSION

Tired suspension components can ruin these cars' otherwise exemplary handling. Be on the look-out for failed top mounts for the rear dampers, worn rear subframe bushes and tired dampers, all of which can cause disconcerting bangs and clonks on the move.

3 INSPECT IT FOR WEAR

Check for white emulsion under the oil filler cap, but also blue exhaust smoke, which indicate either hardened valve guide oil seals or a blocked crankcase ventilation hose. Automatic gearboxes are extremely long-lived, though the bearings in the manuals do get noisy after 150k miles.

4 HOW'S IT INSIDE?

Cloth trim isn't as hard-wearing as leather and no new parts are available, so you'll be hunting out second-hand bits either way. Check, too, for a droopy headlining. Electric window motors and regulators can be problematic, so make sure that the windows work.

THE CCW VIEW

Of the nearly 1.4 million E30s produced, only around 100,000 were Tourings. But just because they're rare doesn't mean they're not worth seeking out.

There are bigger, more practical estate cars from this era, but none are as much fun to drive.

What's more, you might expect a Touring to command a premium over the more familiar

four-door saloons, and while that might have been true historically, it doesn't seem to be borne out today. Four 325i Tourings have sold at auction for £4000-6000 over the past five years – similar money to a same condition four-door and less than an equivalent two-door or convertible.

This might, in fact, be one of this year's smartest buys.

1990 BMW 325i Touring ENGINE 2494cc/6-cyl/OHC **POWER** 170bhp@5800rpm **TORQUE** 164lb ft@4300rpm **MAXIMUM SPEED** 131mph **0-60MPH** 7.6sec **FUEL CONSUMPTION** 22-30mpg **GEARBOX** RWD, four-speed automatic **ENGINE OIL** Castrol Classic XL20w50 4.8 litres **GEARBOX OIL** Castrol Dexron 11 1.6 litres **AXLE OIL** Castrol Syntrox Longlife 75w90 1.7 litres

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LIVING WITH CLASSICS

Our tales from the driveway, garage and out on the open road

Richard's vision includes semi-matt black paint and red wheels.

OUR CLASSICS

B – PREPARED

Rich's Ford Model B has already been recommissioned once, but he has big plans for it this year



RICHARD BARNETT
MARKETS EDITOR

1932 FORD MODEL B FORDOR

Regular readers with a long memory might remember that my Model B has made a number of appearances in CCW, having been recommissioned and pressed back into use.

Well, this year sees history repeating itself, because after a few years parked in the unit it's time to get the B back on the road and hopefully return to being a daily driver. With an increasing number of auctions filling my diary and still plenty to do on the house (which is the same age as the B) there's been way too much neglect and too little attention given to the car, but with new-found enthusiasm and a determination to bump the B up the list of things to do, I'm more optimistic than ever.

There's no escaping the need for a mechanical overhaul – the engine

doesn't need to come apart, but I'd like it thoroughly checked over and all the fluids changed, including axle and the gearbox. It's likely the brakes will need adjusting, too, and I'd like the steering and suspension given a good going over at the same time.

But this work is more than making the B one hundred per cent spot-on mechanically, because I'd like some body and interior work carrying out – once the 12-volt conversion is completed.

For starters, the ash frame supporting the offside rear door has seen better days and now won't close, so that needs definitely attending to.

There's also the leaking roof, a result of the decaying fabric insert, and I have a plan for that. Rather than replacing the fabric I'm tempted to replace it with steel so that the entire roof is solid. Ideally I'd like the slightly domed roof from a 1950s/1960s saloon and although headroom isn't exactly scarce, that chimes in with me wanting the car to be as if it had been given some TLC in the late 1960s.

Re-roofing will cure the leaks and allow for a decent headlining to be fitted and from that I'll have the doors and the C-panels re-trimmed. Like it or not, bar the re-trimmed seats (in wine red vinyl) the rest is, frankly, appalling, with curtain material used to 're-trim' the doors many years ago.

I've already investigated West of England cloth for the headlining, doors and pillars, set off by a large period dome light in the roof, two smaller lamps in the C-pillars and one above the windscreen. I've decided against carpet and think heavy-duty rubber flooring will be easier to keep clean – and might help with keeping the noise down a bit into the bargain.

Staying with the interior, I'm considering a period heater (or something from a 1950s car at the very latest) because I feel that a cosier interior positively encourages winter use.

Keeping that practical air and returning to the 12-volt upgrade, I bought a pair of large, P100-lookalike lamps at a Swansea autojumble a few years ago that will make first-class spotlights – you can never have enough illumination on Carmarthenshire country roads!

It's also worth mentioning the external cosmetics. If you're of the keep-it-original view, you might want to skip the next bit, because the plan is to tidy the panelwork and then go for a semi-matt black re-paint. This could be set off with wider aftermarket wire wheels too, ideally in a dark red to complement the seats. Oh, and maybe I could

indulge in a bit of rake by reversing the rear springs.

If I can achieve that I'm going to be very happy, and the B will be pressed into typically Barnett regular use.

With the impetus back, it's now a case of booking the B in at a local specialist and, come spring, a welcome return to pre-war motoring.

OWNED SINCE
November 2003
MILEAGE SINCE
LAST REPORT 0
TOTAL MILEAGE N/A
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The B's current home – wedged between the Lancer and the Citroën C15 Romahome.

PRE-WAR CARS STILL USABLE

I'm really looking forward to seeing Richie's B back out and about. Although the technology behind it is almost 90 years old, that doesn't mean it can't motor with the best on them on today's roads.

CHRIS HOPE FEATURES EDITOR

How Stuff Works: Fuzz on getting your classic started

p28

Keepers: One owner's life-long adventure with his Lotus Elan

p30

£1k Challenge: Galant continues to rack up the miles. Will it hit 250k?

p32



The roof insert from above the windscreen. Time to replace it!



Barnett reckons that the engine should need little more than a thorough service.



Retrimmed seats show how scruffy the rest of the interior is.



Lack of proper headlining makes the B's interior cold and draughty.

Yet another new noise

John's Xantia is currently piling on the miles, so the last thing he needs is another worrying racket from it



Citroën splashing through Birmingham floods. Image Credit: Bedina Steatham.



JOHN LAKEY
CONTRIBUTOR

2000 CITROËN XANTIA 1.8 16V AUTO

I have no rhythm to my life at all; sometimes I'm working from home for two or three weeks, then I'm away on the road for a week or more. That's usually in the Xantia, which is still as comfortable and quiet as any modern car, albeit sometimes a little lacking in power. It does still have ice cold air-con, though.

It recently went to North Yorkshire and back twice in a ten-day period on trips to manage the restoration of my Austin A60 Cambridge, which has been based up there with specialist Steve Turner. During the second of these, it developed yet another of what, of late, has been almost characteristically weird noises. It manifested itself this time as a sort of cling-clang-clonk. A three-part noise that was always the same, but it seemed to occur randomly.

Short of time and worried that a trip to London later in the week was going to, at the very least, make it worse and possibly even leave me sitting on the M40, I managed to persuade Dave at Citroën Starchley (0121 433 4335) to have a look at the car.

This time the answer was fairly easily found – a torn CV joint gaiter, which had passed the MoT not long before and been renewed 18 months or so earlier. It must have been damaged by a stray stone or similar. The now dry CV joint had started to wear quite

quickly over that 500-mile trip, loaded down with Austin A60 doors. Luckily, they are still available so I left the car with Dave to do the job, thankful that I would probably be able to use it later in the week.

It came back its usually quiet self but the following week, I then managed to get myself in a slight pickle with it and in the process learn something about fluid-suspension Citroëns. I live near the top of one of the hills that Birmingham is built on and parts of the city do flood when you get very heavy rainfall, as we have recently.

I got caught out in these flash floods on three separate occasions in two days, so I raised the suspension, drove around the assembled panicked individuals blocking the road then lowered it again. I didn't really think about it at the time.

A day or two later I noticed fluid under the car, dipped my finger

into it and realised it was LHM, the pressurised fluid that gives the Xantia its suspension, steering and brakes. Of course, the immediate reaction is to start the car, see how long it takes to pressurise and then top up the fluid before jacking it up to find the leak.

To cut a long story short, I went through this process three times, and it pumped up fine, but each time I failed to find the leak that I was convinced I had because of the fresh LHM on the drive. Following an under-car jet wash and another failure to find the leak, I sent it to the long-suffering Dave. He looked for the leak, tested the system and said that there wasn't one.

Consultation provided the likely explanation, though. When the suspension is jacked up and driven the fluid can go into an overflow which, if it's a little too full, actually dumps some fluid out. Of course, mine had done that and, convinced that there was a leak, I had been over-filling it ever since...



'It returned to its usual quiet self. Then I got myself in a slight pickle...'



Back on John's driveway – but why are there pools of LMH forming underneath it?

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THIS WEEK IN OUR FLEET...

DAVID SIMISTER
EDITOR



1977 RELIANT Scimitar GTE

Stayed firmly indoors during Storm Ciara – ended up going to the MG and Triumph Spares Day (page 10) in our £1k Challenge Galant instead.

JAMES SADLER
MANAGING EDITOR



1999 PEUGEOT 406 Coupé

Wondering what to do with the V6's broken diesel predecessor. Break it for spares, or take up an offer from Jon Burgess to add it to his fleet?

MIKE LE CAPLAIN
PRODUCTION EDITOR



1997 JAGUAR XJ6 3.2 Sport

Just discovered that Jaguar's own X300 – the last one ever made, no less – is almost identical to mine. Great minds, and all that...

JON BURGESS
NEWS EDITOR



1994 JEEP Cherokee Limited

The Jeep is now clean after I ran out of talent down a green lane. The two front tyres went flat – so they've been replaced by a pair of spares off a post-facelift XJ.

CHARLIE CALDERWOOD
EVENTS EDITOR



1999 BMW 318Ti

Wondering if radiator grille covers are still a thing because the morning wait for the heater to get warm is proving to be rather uncomfortable.

CHRIS HOPE
FEATURES EDITOR



1980 TRIUMPH TR7 FHC

Realised that so far this month I have run further than the TR7 has been driven. I think maybe I've made the wrong New Year's Resolution...

RICHARD GUNN
SENIOR CONTRIBUTOR



1994 FIAT Panda 1.1 Selecta

Said it wasn't going to snow last issue. Then it snowed – just not enough for the Panda to properly enjoy itself. But still, there was minor slippery fun...

NICK LARKIN
EDITOR-AT-LARGE



2003 MG ZR

Still providing reliable front line service. Nice and warm in this cold weather, too – mainly because the heater fan control is stuck on.

ALSO ON THE FLEET

David Brown 1999 Rover 200 BRM.
Steve Berry 1970 Reliant Scimitar.
Richard Kilpatrick 1992 Jaguar XJS.
John Lakey 1984 Opel Monza.
Nick Larkin 1960 Austin A55.
Alex Riley 1981 Triumph TR7 Conv.
James Taylor 1950 Rover P4.
Fuzz Townshend Austin 7 Special.

HOW STUFF WORKS

THE STARTER MOTOR

EVERYTHING YOU NEED TO KNOW

Car owners were getting cranky before this arrived...

FUZZ TOWNSHEND
CCW'S MASTER MECHANIC

Steam-powered automobiles took some preparation before they were ready for the road, and so the internal combustion engines fitted to early cars seemed like a dream in comparison.

With an assistant, a spot of tweaking and a lot of fiddling with levers within the hub of the steering wheel, the motorist of the day could be off and away for a trundle within 10 minutes or so.

Simple. But that which was once a luxury soon became a chore, so restless minds turned their attention to simpler methods of engine starting, some of them rather dangerous. Enter a bright spark and the idea of using a more powerful battery to provide power to an electric starter motor, featuring a small, retractable driving pinion gear, meshing with a ring gear fitted to the engine's flywheel. Genius.

'The engagement of the pinion gear into the flywheel ring gear was where the big differences began to occur'

This allowed for much easier, one-person starting of car engines, with the driver depressing a switch in the floor to activate the starter, leaving hands free to mess about with all the other essential settings.

Further advances in automatic ignition advancing and retardation left car owners with, in comparison, virtually nothing to do but stamp on, pull or push a button and mess about with choke settings to effect start-up of recalcitrant powerplants.

In more modern times, these actions were further reduced to the idiot-proof turning of a key. And soon, even the driver will be taken out of the equation.

There have been many types of starter motor, but the basic core remained the same for 100 years or more. A basic, relatively robust and powerful electric motor was, naturally, the core of the action, but it was the engagement of the pinion gear into the flywheel ring gear that was where differences began to occur. Initially, operated by a pull switch, a lever on the motor physically pushed the pinion into

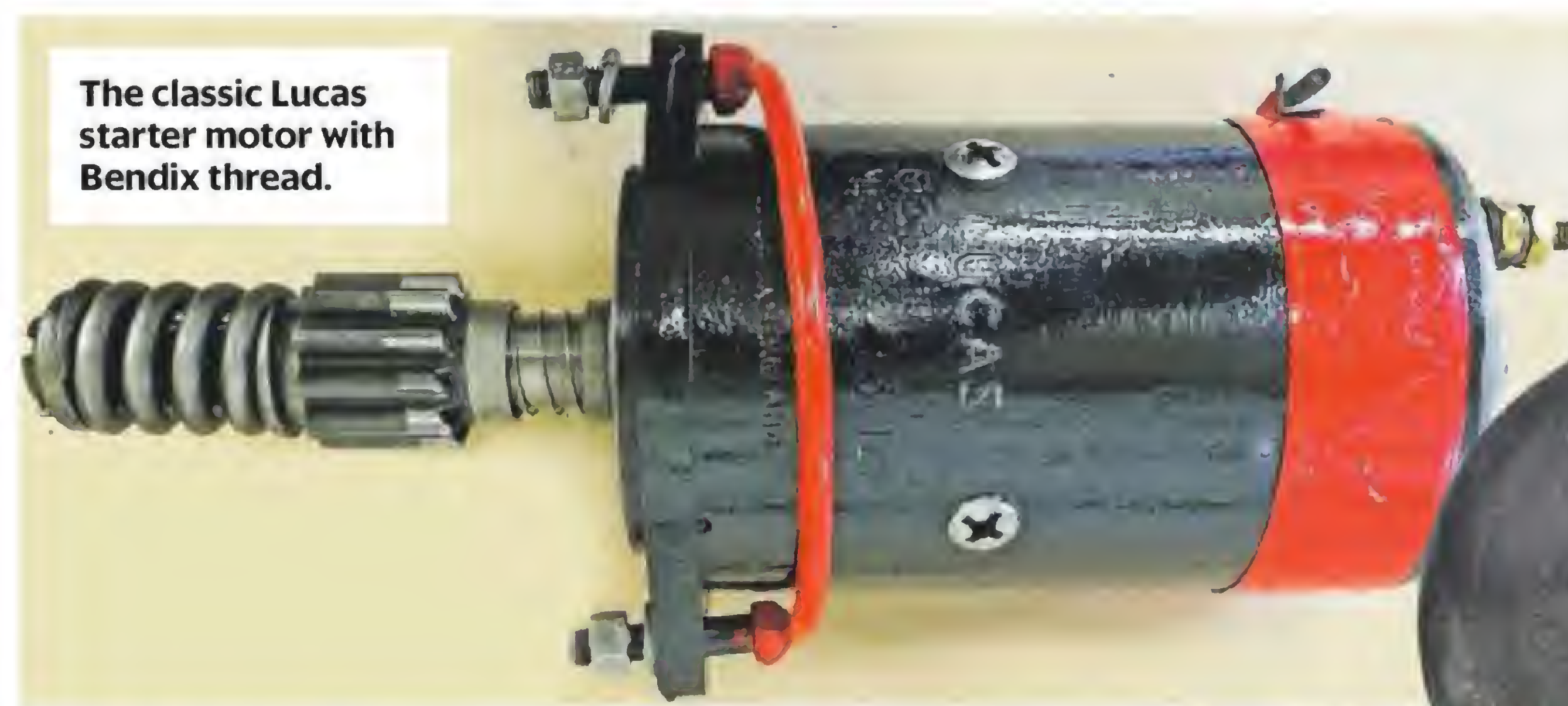
mesh with the ring gear before associated electrical contacts met, supplying power to the motor, thus cranking the engine.

Following on from this and commonly referred to as a 'Bendix' starter, further automation enabled the pinion, now set on a coarse square section thread on the starter output shaft, to be thrust rearward into mesh, and then back along the

thread due to action of the engine starting, buffered by a strong spring.

Later, a development of the first method was employed, using a solenoid to thrust the pinion forward into mesh and keeping it in place until full start-up had occurred.

This was essential with diesel engines and some higher performance petrol lumps, and it basically remains common today.



The classic Lucas starter motor with Bendix thread.

THREE TYPES OF STARTER MOTOR

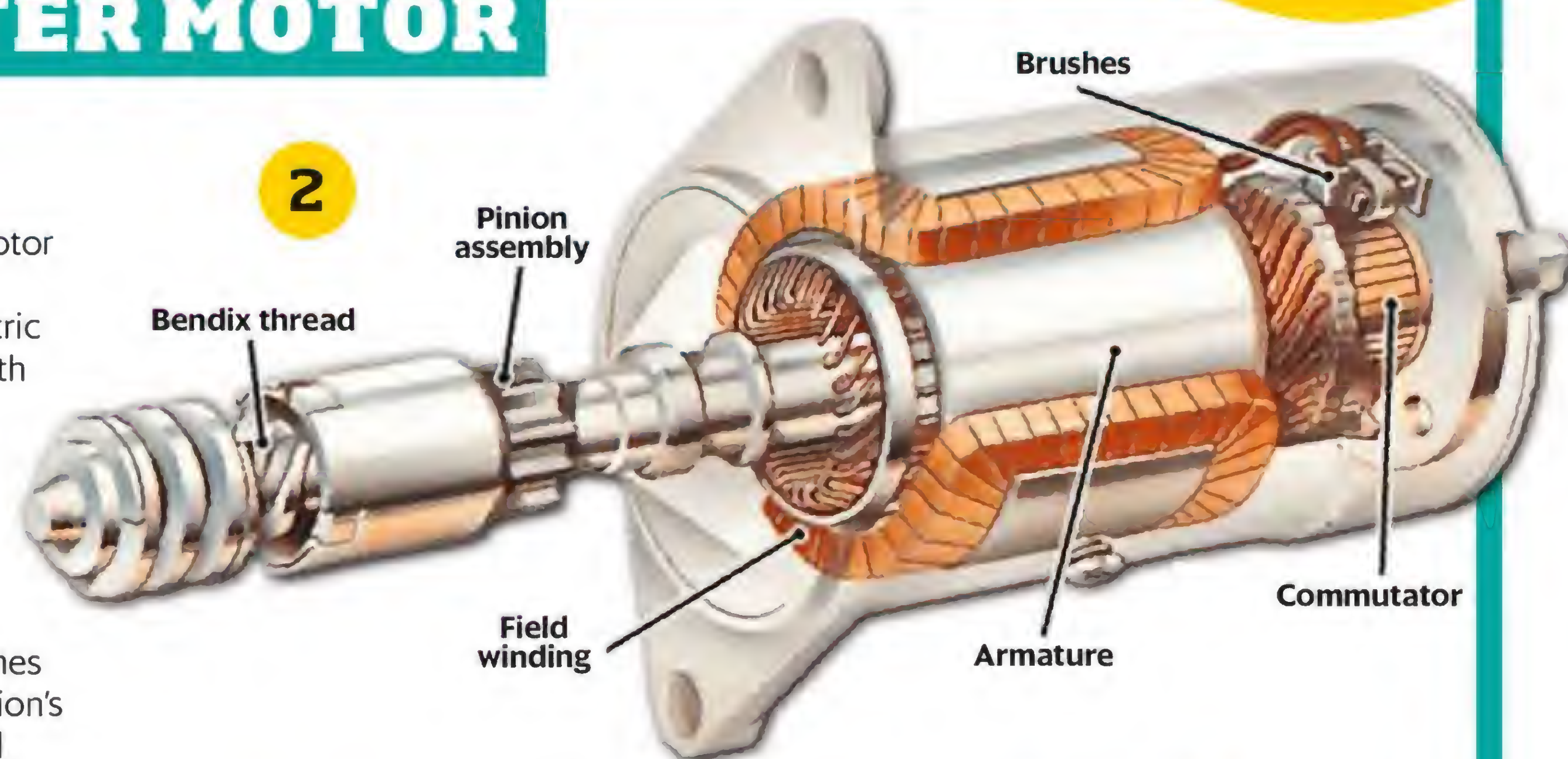
1 Manual engagement starter

Beautifully simple in function, the manual-engagement starter motor operates via a physical connection, typically a lever or pull knob, to first snick the starter gear or 'pinion' into mesh with the engine's flywheel ring gear. Further free movement of the lever sees it operating electrical contacts to then supply power to the motor and thus cranking action.



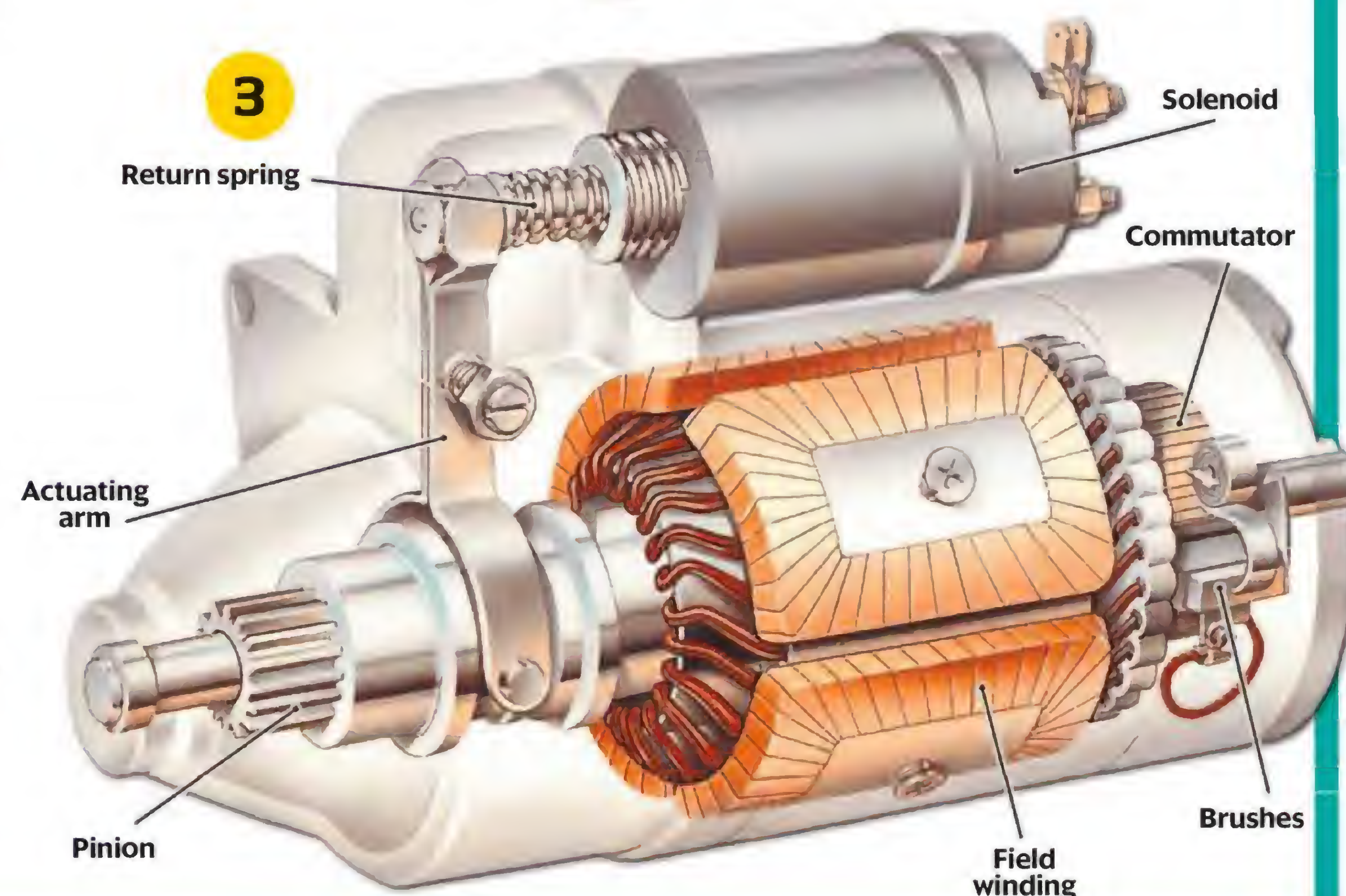
2 Common classic starter

The 'Bendix' type starter motor is again simple, but uses the action of power from the electric motor to engage the pinion with the flywheel ring gear. The motor's rapid acceleration thrusts the Bendix pinion along its coarse, square section thread against a light spring, the force of which is overcome, until it comes into mesh. In this case, the pinion's teeth feature a slightly tapered leading edge to aid engagement.



3 Solenoid actuated starter

It's back to basics with the solenoid-engaged starter motor, but it overcomes the Achilles' heel of the Bendix-type pinion, which is that the latter becomes disengaged with even the slightest cough of action from a starting engine. Continuous cranking overcomes partial engine firing situations by keeping things turning over, which is the only way to start a diesel engine, and many modern petrol lumps.



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1958 Wurlitzer juke box full working order nice patina great sound £5,250 others available

1960 Bedford J TYPE single wheel diesel dropside truck good condition mot and tax exempt £9,800 ONO

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KEEPERS

1992 LOTUS ELAN SE

How good is the M100 Elan? Just ask Warren King – he worked for Lotus for more than three decades and has owned his Elan for 27 years

WARREN KING
NORFOLK

I joined Lotus Engineering Limited as an accounts clerk in 1958, expecting to move on after a few months. Instead, I ended up staying for 35 years, during which time I became the company accountant.

'I bought my first Lotus, a Seven, in 1958. This was followed by several Elans until, in about 1971, I became entitled to a company car. Over the next 15 years or so, I was given a new company Lotus every few months. That changed when General Motors bought Lotus – we were given Vauxhalls rather than Lotuses after that!

'I decided to leave Lotus in 1992. I was keen to have another Lotus after a succession of company Vauxhalls, so I walked down the production line with the production manager, Morris Downton, in order to pick out a car to buy. When we reached an Aqua Blue Elan SE, I said to Morris: "That's the one!"

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■ **PJS Staffs.** 01283 500428, pjslotus.co.uk

■ **Club Lotus** 01362 691144, clublotus.co.uk

■ **QED** Leicestershire. 01509 412317, qedmotorsport.co.uk

■ **M100 Specialists** Norwich. 01508 550633, m100hoods.co.uk

■ **Paul Matty Sports Cars** Worcestershire. 01527 835656, paulmattysportscars.co.uk

■ **Lakeside Engineering** Surrey. 01932 340003, lakesideengineering.com

'It was a cancelled order from a dealer in a Singapore. As such, it has air conditioning and, unusually for a first-generation Elan, a catalytic converter. The rear badge is different, too: the 'SE' suffix is missing, as requested by the Singapore dealer.

'The Elan is a magnificent road car. It's quick, handles superbly, and is both spacious and comfortable. It's the sort of car that you find yourself taking out for a drive just for the sheer enjoyment of it, but it's just as good on long-distance trips. I've taken mine to Europe on many occasions, not least to Hockenheim, where I ran the campaign to have a proper memorial to Jim Clark erected.

'I've driven my Elan

on track, as well. In particular, I used it to compete in the Vintage Sports Car Club's Pomeroy Trophy at Silverstone on three occasions. It performed well, but driving it on a circuit highlighted its only real flaw – the standard brakes lack power. That said, it's easy to upgrade them.

'I've now covered 69,000 miles in my Elan. It still looks great and goes well. The paint is original, but I've upgraded the brakes and fitted a stainless steel exhaust. It's been very reliable; a sensor had to be replaced and one of the

window regulators failed, but that apart it's needed little more than routine maintenance.

'Would I ever sell my Elan? Absolutely not. For as long as I can get into it and drive it, it'll be staying with me. It's a wonderful little sports car – a proper successor to the original Elan and a true Lotus in every respect.'

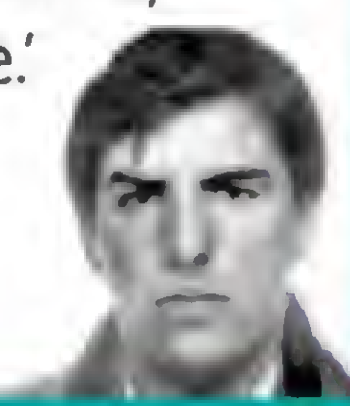


Warren says that a stainless exhaust and more powerful brakes have perfected the M100 formula.

WHAT WE RECKON

'Having owned several Lotus Elans myself, I have no hesitation in agreeing with Warren's assessment of his stunning M100. The Elan is quick, sure-footed in both the wet and the dry and won't try to shake your fillings loose on anything other than billiard table-smooth roads. It's reliable, too, but most of all it's fun to drive.'

DAVID MILLOY
CONTRIBUTOR



THE INSURER'S VIEW

The team at Lancaster love the Lotus Elan and we have a discounted insurance offer available for members of Club Lotus. The choice of front-wheel drive for the M100 may have raised a few eyebrows at the time, but it's a formula that works and the best examples of these cars are very sought-after today. We would suggest that Warren consider an agreed value policy for his Elan, so that the true value of the car would be realised should the worst happen.'

ANDREW EVANSON
LANCASTER INSURANCE



ENGINE 1588cc/4-cyl/DOHC/ **POWER** 163bhp@6600rpm **TORQUE** 148lb ft@4200rpm
MAXIMUM SPEED 136mph **0-60MPH** 6.5sec **FUEL CONSUMPTION** 24-30mpg
TRANSMISSION FWD, five-speed manual

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*Quotes based on a 45-year-old marketing manager, access to another car, no claims or convictions, club member, 3000 miles per year, no modifications, living in SP2 OHL. Disclaimer: Policy benefits, features and discounts offered may vary between schemes or cover selected and are subject to underwriting criteria. An additional charge may be payable.



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THE HIGHLIGHTS & LOWLIGHTS

KEN WALLIS,
MATTISHALL

'The East Anglia Lotus Club visited Wing Commander Ken Wallis, best known for 'Little Nellie', the autogyro that he flew in a James Bond film. He treated us to a flying display in one of them – he was 92 at the time!'

2008


DELOREAN REUNION,
BELFAST

'I worked on the DeLorean project at Lotus and visited the Dunmurry factory several times. I was delighted to attend a reunion of former DeLorean employees to mark the 35th anniversary of the first production DMC-12.'

2015



HOTEL DE FRANCE

'The Hotel de France was the base of John Wyer's Aston Martin, Ford and Porsche Le Mans teams from the 1950s to 1970. When I visited it, a film crew was there, shooting footage for – appropriately enough – a Ford GT40 documentary.'

2016



FORMER LOTUS FACTORY, HORNSEY 'I originally worked at Lotus' Hornsey factory – some of the buildings, including the old Elite showroom, are still there.'

2017



JIM CLARK MOTORSPORT MUSEUM, DUNS

'I drove my Elan to Duns in July last year, having been invited to a special preview opening of the new Jim Clark museum. As you can see, I got there early enough to be able to park right in front of the museum!'

2019



2014

HOCKENHEIM CIRCUIT,
GERMANY

'I have been a regular visitor to Hockenheim over the years and have taken my Elan there on many occasions. In 2014, I took part in an attempt organised by Siegfried Hermann of Lotus Club Germany to get 300 Lotuses on track at once.'

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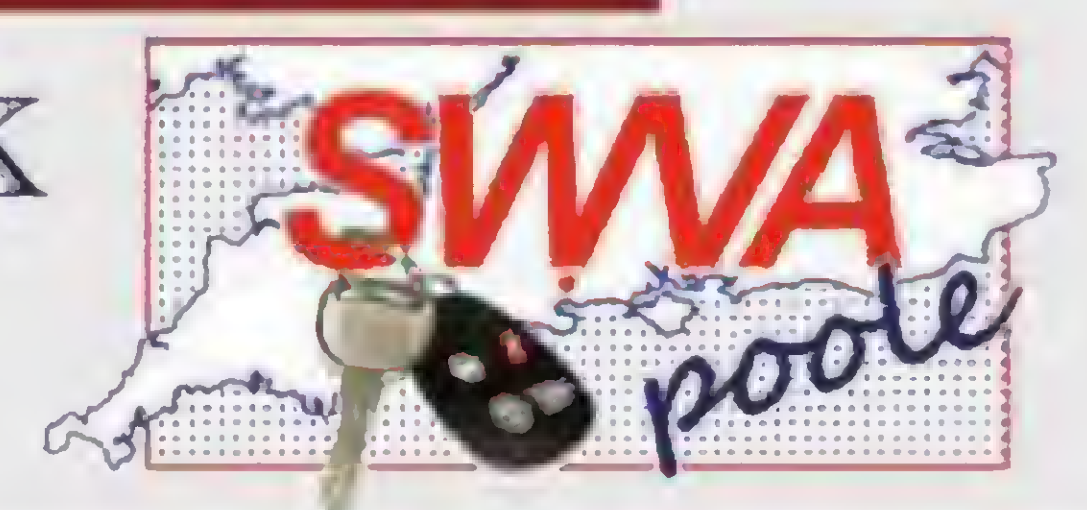


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QUALITY NOT QUANTITY



BRAVE AS EVER

The Galant may hit 250k miles – if we sort its various niggles

THE
£1000
CHALLENGE
RUNNING CLASSICS ON A SHOESTRING

1991 MITSUBISHI GALANT GLSi

THE STORY SO FAR

Miles driven 165
Total mileage 238,939
What's gone wrong The boot is still damp...



JON BURGESS The Galant smells like a Japanese car should – man-made fibres with a whiff of stale screen wash. I got used to the hum over the weekend it replaced my modern SEAT conveyance. It managed a respectable 33mpg in my care; great compared to the 18 clicks a gallon horror of my Jeep Cherokee, but poor compared to a diesel Leon 5F in need of a new cambelt.

In deference to its

MILES FROM OUR TARGET

0 1 1 0 6 1

age and mileage, 33mpg is nothing to be sniffed at. The ancillaries may sound like R2-D2 getting shot (and the tensioners have become more vocal since I last drove the Galant to Radwood last year) but that 4G63 is still a stout beast, surviving on nothing more than routine maintenance. It may be in very basic trim but that may well have contributed to its longevity; it's still willing to send the rev counter arcing round its huge half-moon face with a nice snarl to boot. Better than 110bhp has any right to sound, certainly.

I had rather hoped that the work we'd done to the rear end would have made the Galant less nervous around corners, but its habits remain the same despite the trailing arms having been re-attached – fore and aft are still not on speaking terms.

The rock-hard
Maxxis mud
and snow



Turns out the Galant's boot is leaking, with the floor showing clear evidence of damp.

tyres that are fitted certainly don't help matters and neither does the utterly lifeless steering. It was never meant to be a B-road monster but neither was a Peugeot 405 – which would make mincemeat of the Galant on a cheeky Sunday afternoon drive.

Not that many phase 1 405s would have held together anywhere near as well as the Galant's interior; it's managed most of the way to the moon with nary a squeak, despite its twin trip meters being seemingly predestined for mini-cabbing.

The motorway is the Galant's happy place, and the gods of door seals decided to spare me the weird flapping drone that characterised my trip to Goodwood in 2019.

It took me to Club
Expo at the British
Motor

Museum without incident; 1991 was a wee while ago now, but it still looked like a modern car compared to some of the machinery that other guests brought along, including a pair of Rover P4s and a Peerless GT (stuffed in an electric car parking bay). That the UK lacks a strong 'youngtimer' scheme for near-classic cars wasn't lost on me – and our hobby needs to appreciate that nostalgia for the Nineties and Noughties is growing by the minute if it is to attract the next generation of enthusiasts.

Otherwise, it was business as usual. The back pressure in the filler neck meant that fuel still went everywhere but the fuel tank, the seats

still had too much adjustment and the boot was still full of water – courtesy of a knackered tail-light cluster gasket, as it happens.

Tiny faults like these probably killed thousands of E33 Galants back in the day – that and the Scrappage Scheme.

Water sitting on floor pans never bodes well for the long-term survival of sheet metal; the Galant's previous owner spent so long undersealing the outside that they stopped paying attention to failing seals. I ended up stuffing the bag full of spares behind the passenger seat because the bag

holding said parts was sopping wet.

The Galant's regular custodian, events editor Charlie Calderwood, is on the case with cracking this nut. We can either make a new one from a template and some similar-sized gasket – or hassle parts contacts I have in Japan.

I can't see the Galant having too many issues making it to a quarter of a million miles; when it does, it'll be one of the rarest cars in our fleet.



Jon discovered that the seal above the rear light is letting water in, after looking through the ski hatch while a mate threw water over the boot.



Cruise control aside, everything in the Galant still works – and it remains supremely comfortable.

The Galant took Jon to Caffiene and Machine near the British Motor Museum – not that anyone noticed. Anonymity is the Galant's greatest strength and, simultaneously, its greatest weakness. Go figure.



NEXT WEEK David goes shopping for secondhand bits for our Volkswagen Polo at the Dubfreeze show in Staffordshire. Will he find the bits needed to bring our 'breadvan' up to scratch?



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For the full list of lots see www.barons-auctions.com



1989 Porsche 911 Speedster RHD
Guide Price: £100,000 to £120,000



1976 Rolls-Royce Corniche
Guide Price: £23,000 to £30,000



1954 Triumph TR2 Original Derrington Modified
Guide Price: £30,000 to £40,000



1986 Ferrari 328 GTS
Guide Price: £55,000 to £65,000



1966 Jaguar Mk II 3.8 LHD Auto with Power Steering
Guide Price: £15,000 to £20,000



1974 MG MGB GT Overdrive
Guide Price: £7,000 to £8,500



1954 Austin A40 Devon Pick Up
Guide Price: £12,000 to £16,000



2002 Maserati 4200 Spyder Cambiocorsa
Guide Price: £9,000 to £13,000



2002 Porsche 911 (996) Targa
Guide Price: £7,500 to £11,000



2000 Bentley Arnage Red Label
Guide Price: £13,000 to £17,000



1925 Bean Model 12 Convertible
Guide Price: £13,000 to £16,000



1926 Standard SL04 Park Lane Saloon
Guide Price: £16,000 to £19,000

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THE WEEK IN DEALS

**RICHARD BARNETT'S
WEEK OF LOOKING
AT THE MARKET**

THURSDAY

Headed down to the outskirts of Cardiff to see Ifan at Miller's Speed Shop, who'll be handling my Ford Model B's revival. It's clearly busy times for Ifan, as he has three cars in for work, but I'm wondering if traditional hot rod owners are now prepared to spend more to get their cars sorted out. Naysayers might knock the hot rods, but 1920s and 1930s Fords running period tuning parts are no different from Shelsley and Prescott specials from the same era.



WEDNESDAY

Looking down the H&H entry list for its Duxford sale on 18 March. I'm taken by a 1961 Citroën 2CV AZ (above), which comes from a private collection and is said to be possibly the best in the country. MP and historian Alan Clark swore by his ripple bonnet 2CV and looking at this car it's easy to see the appeal. While auctions offer later examples on a regular basis, older cars are more unusual and this well-presented model shouldn't have trouble selling.

DRIVEN TO SUCCESS

An increasing number of classic cars are being driven through auctions in front of buyers – but market experts are divided over how well the tactic works

You might think that seeing an auction lot running sweetly would help woo potential bidders – but market experts are divided as to whether this has any impact on what buyers are actually paying.

Relative newcomer Bonhams MPH has joined Anglia Car Auctions and South Western Vehicle Auctions in firing up cars during its sale, arguing that it gives bidders more confidence and increases sale rates.

Anglia Car Auctions' Rob George argues that a drive-through sale has benefits over a static sale. He said: 'It gives people a chance to hear a car running and to see if all the dashboard lights have gone out. A car is a moving object and the engine is the heart of a car so people should be able to hear it. Going to a drive-through auction is the best way to buy a classic.'

Chris Holmes of SWVA took a similar line, and said: 'A drive-through sale lets the buyer hear the engine and to see how well a car starts. It gives the buyer much more confidence to bid.'

Offering a flipside view is Brightwells' Matthew Parkin, who

says that while initially a good idea, there are problems too: 'The reason we don't do it for our classic sales is that some are non-runners, some don't run that well and, dare I say it, are even a bit smoky! As they are not displayed in serried ranks outside, but well laid out undercover, it would create mayhem just getting them out, through the ring and then back into place again. The reality is it doesn't make a jot of difference to prices either.'

'Unless the facilities are up to the job, offensive fumes and the safety aspect of moving cars amid throngs of buyers simply does not give the customers the buying experience they deserve.'

Dorset Vintage & Classic Auctions' Brian Chant believes drive-throughs mean more cost for buyers.

He said: 'They drive up costs which ultimately arrive in the laps of buyers. While non-buyers find entertainment in seeing cars driven past the rostrum, to achieve this means more staff and extra space, plus installation of extraction systems and other hardware if it is to be done safely and healthily.'

Richard Barnett

WHY BUYERS FAVOUR THE FORMAT

'While some auction companies allow interested parties to start a car and let it run for a few minutes, being stationary means less chance of assessing how a car runs, stops and steers. With a more 'traditional' classic, assessing condition is easier, both visually and hearing a car run, but with the rising interest in modern

classics a look at the dashboard when the engine is running gives a quick resume of how healthy it is – although what the dashboard says might need to be taken with a pinch of salt.'

RICHARD BARNETT
MARKETS EDITOR



'It doesn't make a jot of difference to prices'

MATTHEW PARKIN BRIGHTWELLS

CLASSIFIED GEMS

Cars that caught our eye in this week's ads

ALVIS TF21



1966, 11,600 miles, £28,250, spent the last 3 years fine tuning, lots of work carried out over the past 10 years, files of history. 07966 482132, Prestbury

p52

Alvis TF21

One of just over 100 TF21s built, this ultimate Alvis with more power, disc brakes and a better gearbox than early models is a rare beast. Description is promising, but it needs to be to justify the price.

BMW

318i AUTO TOURER



1993, 118,000 miles, £3495 ono, MoT 11/20. Overall good condition. 14 years in my ownership. 2 previous owners. 07779 374217, Holland on Sea

p54

BMW 318i Touring

Inspired by our 325i Touring (page 28), but can't afford a good one? This 318i won't offer as much performance, but will have the same handling and practicality. Seems a nice example at a fair price.

FORD

ZODIAC MKIII



1963, £5500, ono, Granada engine V6, long history, s/steel exhaust and propshaft, £2000-3000 worth of spares included, drives superb, 07743 344618, Dorset

p55

Ford Zodiac

This Zodiac's Essex V6 is a useful upgrade, both for power and reliability, but just check it hasn't been hacked about to get the engine to fit. Otherwise it seems a very well cared for classic.

CEED



Classics being driven past the rostrum has been a staple of ACA's sales for years – and its experts say it has helped to drive up sale rates.

WELL BOUGHT

A dirty great GTI deal

Our expert on the market's best buys. This week, why this classic hot hatch was a savvy auction purchase

CAR 1992 Volkswagen Golf GTI **SOLD** £2700 **ORIGINAL ESTIMATE** No reserve, SWVA, 31 January

RICHARD BARNETT
MARKETS EDITOR



Being a no-reserve car helped the buyer to land a good deal.

Look at the trends at the more recent classic car auctions and the selling prices would suggest that going the no-reserve route will see the hammer fall declaring a strong price – that's why we're seeing an increasing number of classics being sold this way – but sometimes it is possible to grab something that's more of a bargain.

The buyer looked beyond its appearance.

Clearly something of a stranger to a bucket and sponge or a regular interior clean, this four-owner, five-door GTI was a candidate for those who look beyond the grime and see what was really there. It was dirty all over, with some green mould build-up around the wheelarch and window trim. The grey bumpers and, again, those wheelarch trims, had faded and were ripe for a serious spruce-up, while the paint desperately needed a serious clean before a set-to with the mop and cutting paste. But beyond the muck was a great car waiting to get out.

The history more than made up for it, too.

There were 36 stamps in the book and in the lady vendor's 14 years' ownership it had been serviced twice a year. Another good sign was that the owner's manual and service book were still there, an indication that mechanically it had been well cared-for. And that



history helped make this thoroughly deserving GTI stand out.

Fundamentally it was a good car – and the buyer spotted that.

In all, here was proof that looking beyond the grubby exterior is the way to make a good buy. Eighties Volkswagens are fundamentally decent cars, and for all its appearance was

still a solid example that had plenty of life left in it. The interior was dirty for example, but the seat facings, dashboard and door panels really weren't bad – a testament to how well built these cars were when new. This GTI certainly was no concours winner, but as an example of why these cars still make perfectly handy usable daily drivers, this was it.

How this Golf GTI compares

CONCOURS	£9000-15,000
VERY GOOD	£7500-9000
GOOD	£4000-7500
USABLE	£2500-4000
PROJECT	£1500-2500
THIS CAR	£2700

TOP 10 CLASSIC AUCTION PRICES, JAN 2020



1 1961 Jaguar E-type roadster
£95,400, ACA

2 1966 Alfa Romeo Giulia Spider 1600
£79,500, ACA

3 1988 BMW M3 Evo II
£68,900, ACA

4 1967 Amphicar Model 770
£42,400, ACA

5 1957 Mercedes-Benz 220 S Cabriolet
£39,750, ACA

6 1986 Ford Sierra RS Cosworth
£39,220, ACA

7 1987 Porsche 911 3.2 Carrera
£38,690, ACA

8 1965 Austin-Healey 3000 MkIII BJ8
£37,100, ACA

9 1948 Bristol 400
£32,860, ACA

10 1971 Land Rover Series III
£32,860, ACA

CLASSIC RISERS

FERRARI 365 GTC/4 (1971-72)

Being the Daytona's lesser-known sibling certainly hasn't stopped values of this V12 GT from climbing at an eyebrow-raising rate over the past two decades – but prices are now heading the other way.

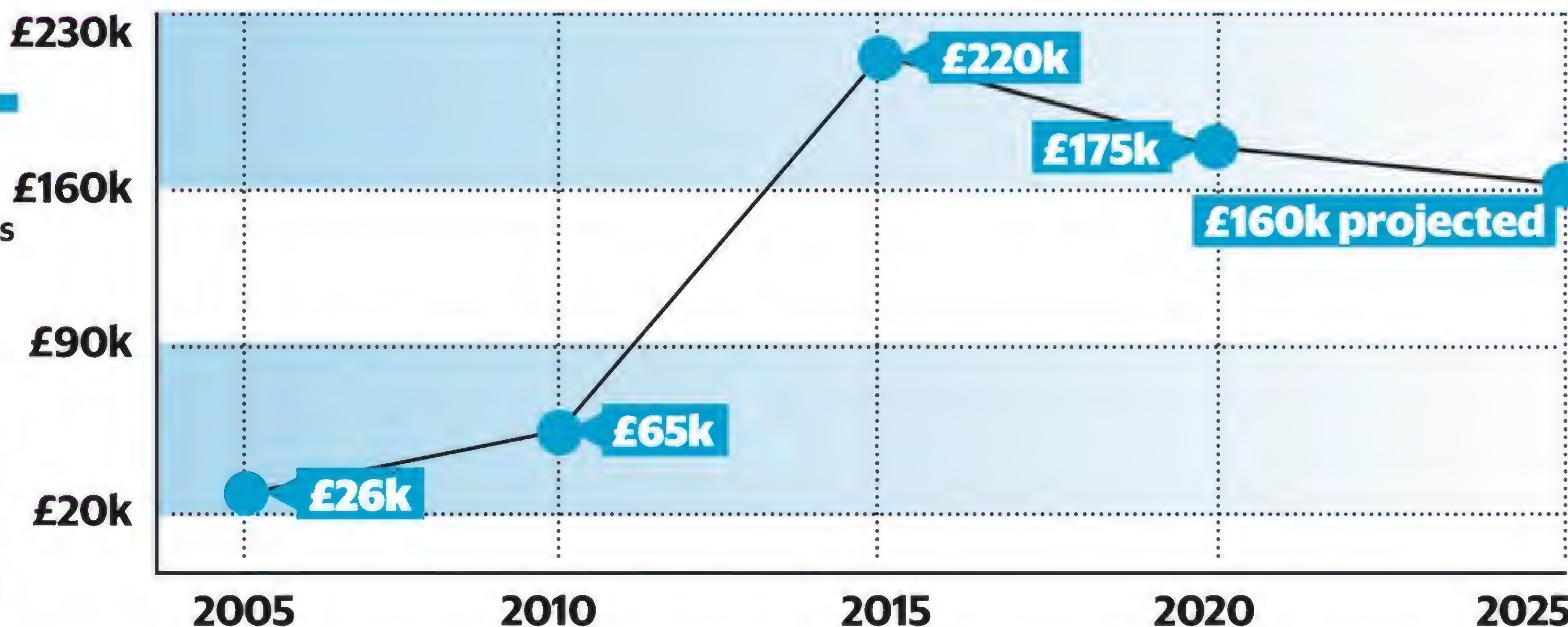


Had you been lucky enough to snap up a decent example back in 2005 and held onto it for a decade you'd have benefitted from an almost tenfold increase in value; today, you'd be looking at between £160-180k for the same car. That said, we've seen a few concours examples being advertised for considerably more.

THE CCW VIEW

This is a classic example of how a supercar with the right credentials has soared in value as the wider market has strengthened – but then dropped back as the investors driving up prices of top-end cars have moved money elsewhere. That's good news for enthusiasts, who are now getting better deals – but the days of getting good ones for under £30k are long gone. David Simister

VALUES 2005-25: HOW THE GTC/4 RACED AHEAD





1969 Lotus Elan

Guide Price: £35,000 - £45,000



1965 Ford Thunderbird

Guide Price: £10,000 - £12,000



1991 Ford Sierra Sapphire Cosworth

Guide Price: £12,000 - £15,000



1968 Morris Mini 1000

Guide Price: £4,000 - £5,000



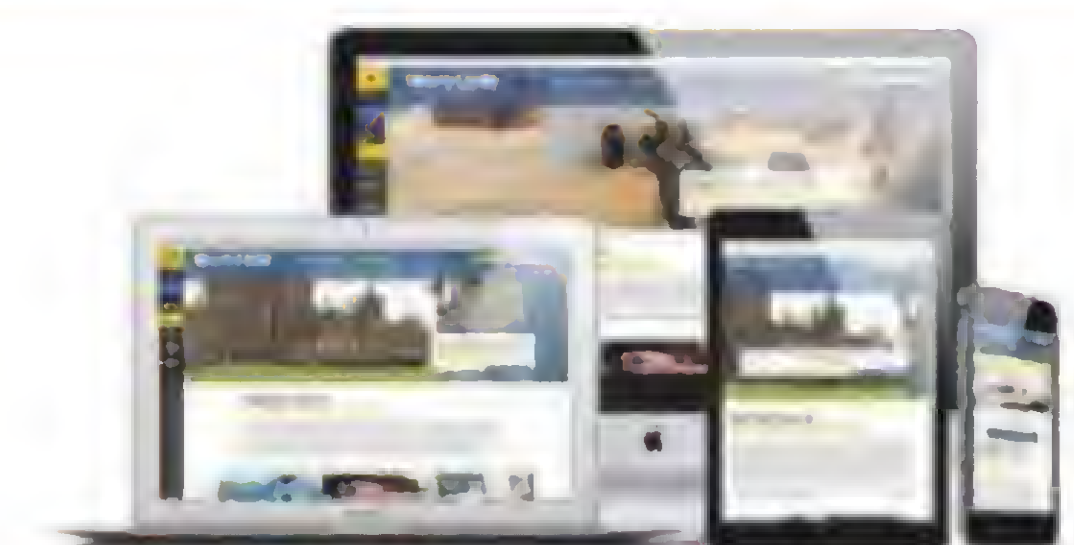
1961 Jaguar MKII

Guide Price: £20,000 - £24,000

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1971 Jaguar E Type Series 3 FHC
Guide: £32,000 to £37,000



2000 Jaguar XK R 4.0 Coupe
Guide: £5,500 to £6,500



1990 Jaguar XJS 5.3 V12 Convertible Auto
37,230 miles Guide: £20,000 to £25,000



1949 Buick 58 S 2 Door
Guide: £18,000 to £20,000



1991 Ford Fiesta
Popular Plus - 41,000 miles
Guide: TBA



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UPCOMING AUCTION BARONS, SANDOWN PARK. 25 FEBRUARY

WARMING UP FOR A BUSY 2020

TR2 and minimal-mileage Maestro kick off Barons' season-opener

Barons gets its 2020 calendar underway with the Classic Winter Warmer - the first of seven sales slated for the coming year.

As always, the Southampton-based business covers all eras and the Winter Warmer (at time of going to press) straddled the 1920s

through to the early 2000s, the latter being an increasingly fertile segment for classic auctioneers.

A pair of car-derived Austin light commercials (1954 A40 Devon pick up and Maestro City van) add a quasi-utility air, while at the other end of the scale there's a

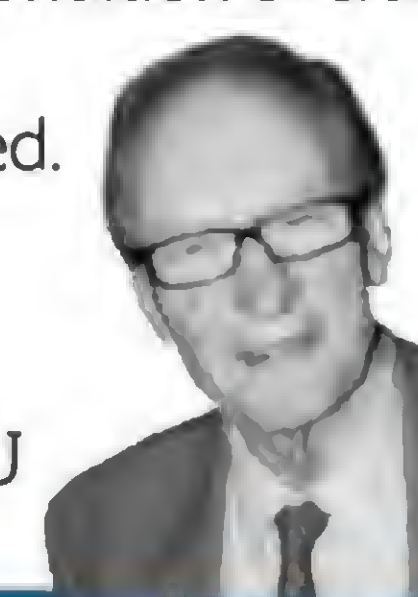
1969 Chevrolet Corvette coupe and a 2004 Jaguar XKR. Lovers of long-legged Jaguar grand tourers might also want a look at the 1987 Jaguar XJ-S fixed head and the 2002 Maserati 4200 Spyder.

02380 668413
barons-auctions.com

MARKET VIEW

Originally race-prepped by tuning legend Vic Derrington, road tested by John Bolster in the 16 September 1955 issue of Autosport and raced by Peter Gammon at 29 August 1958 Goodwood, a 1954 TR2 could not have more evocative history. Body-off rebuilt with period mods retained and returned to the road in 2001, the still VPJ 770 registered Triumph has been estimated at £30,000-40,000. By far the oldest cars in Barons new season-opener are a matching numbers 1924 Bean 12 Four-Door Tourer guided at £13,000-16,000 and a Standard Motor Co. book cover featured Park Lane Saloon from 1926 with £16,000-19,000 ambitions. And when did you last see a Maestro Van alive? An Austin-badged 1985 500 City Van with only 10,000 warranted mileage comes to market here in search of £6000-9000. Meanwhile, a 2002 MG TF in claimed useable condition overall may be good value for the £600-1000 suggested.

RICHARD HUDSON-EVANS
CCW'S AUCTION GURU



1954 TRIUMPH TR2

Prepared by Vic Derrington for its first owner, this older-restoration TR2 has had few owners but has the kudos of racing at Goodwood in 1958. The restoration, which was carried out 20 years ago, involved a

body-off re-build, the engine and gearbox also being re-built Barons reports. Set up for road use it has covered 5500 miles since 2001, and the front suspension has been modified to allow for

ESTIMATE
£30-40k

adjustment: At the back an anti-roll bar is fitted. Coming with hood and side screens and said to be in 'healthy roadworthy condition' it's definitely worth a closer look.



Rebuilt engine and gearbox all add to the appeal of this Triumph TR2, which boasts an interesting history.

REVIEW IN BRIEF CHARTERHOUSE, SHEPTON MALLET. 9 FEBRUARY

A stormy start for Charterhouse

Storm Ciara threw all it could at the West of England and such seriously inclement weather probably went some way in deterring punters. While the number of cars offered wasn't the largest, Charterhouse did a good job of packing serious variety into the sale room.

01935 812277
charterhouse-auction.com

1967 JAGUAR 420

Any 1960s Jaguar saloon will find a new home providing the estimate is sensible. This 420 ticked the right boxes, having a manual gearbox and showing 39,000 miles on the clock. Dry-stored since 1980, it was original - which was a serious plus-point - and while it needed re-commissioning that outlay would be highly worthwhile. A champion buy.



SOLD
£5800

MARKET VIEW

Appalling weather depressed attendance and classic consumption in the Exmoor hall, though stalwarts who made the journey did pick-up a 1967 Jaguar 420 - a time-warrior had been dry-stored since the last MoT expired in 1980. A 1966 Mini, emulating a Cooper with wheel-arch eyebrows and a battery of extra lights, made £4704 and, even with LPG conversion and tow bar, a 1977 Silver Shadow Roller was inexpensive for the £3584

paid. The most unusual acquisition was an unregistered 1966 Saab 96 left-hand-drive Swedish import without paperwork. The Daihatsu diesel engine conversion was unfortunate, though the running gear was pure Trollhättan and few could complain about the £730 price.

RICHARD HUDSON-EVANS
CCW'S AUCTION GURU



1993 VW GOLF CLIPPER CABRIOLET

The drop-top of choice for 1980s Sloane Rangers and old-money wives out in the sticks, the Golf Cabriolet remains a sensible buy for someone after a four-setaer convertible that's great to drive, well built and looks pretty good too. Lopping the top off a hatchback has never led to the most elegant of convertibles, and while it added a great deal of weight owing to the additional bracing required, Karmann did it better than most with the Golf. This late, five-owners 128,000 miles Clipper is painted the lesser-seen Dragon Green with beige interior. It comes with a service history, is said to present well and driving without fault. A great car, then, for a family to make the most of the summer months when they arrive.

ESTIMATE
£2-3.5k



1938 ARMSTRONG SIDDELEY 14

In the past year several pre-war Armstrong Siddeleys have come to market, those in the know appreciating the high-quality engineering ts. This 1938 14 is believed to have been used by Vice-Admiral Sir Arthur Dowding, the car being

supplied by Southampton's Wadham Stringer dealership as a naval staff car. Described as being in good condition, it's worth noting that the engine has been replaced by a Perkins diesel unit, driving through the original pre-selector gearbox.

ESTIMATE
£5-7k



1987 JAGUAR XJ-S V12

The XJ-S has, like a decent wine, mellowed with age, and those when-launched looks are no longer controversial, more elegant and refined. To many the V12 (in HE form) is the model to have and this four-owner (and in the vendor's hands

ESTIMATE
£5-7k

for nine and half years) fixed-head warrants a closer look. The 60,300 miles is warranted and there's some service history. It has had a complete re-paint and interior refresh (including headlining), Barons notes. Sensibly estimated - for seasonal touring.

2001 PORSCHE 911 CARRERA 2 (996)

While prices for the last air-cooled iterations of Stuttgart's rear-engined warrior have been creeping up, the first generation of its water-cooled sibling still represents a lot of value in today's market. This three-owner Carrera 2 has a healthy stash of old paperwork and service stamps,

which reveal that it underwent an engine rebuild at 30,000 miles and that £700 was spent replacing its rear discs and pads three years ago. It now has 49,000 miles recorded and is described as being in good, solid condition, and it looks sensibly estimated at this money.

ESTIMATE
£12-15k



CHARTERHOUSE, SHEPTON MALLET, 9 FEBRUARY

YEAR/MAKE/MODEL	EST	£SOLD	COND'
1941/42 Austin K2 tipper	£9000-10,000	£7500	2
2005 BMW Z4 SE Roadster	£2200-2400	£1800	2
2003 Chrysler Crossfire coupe	£1800-2200	£1500	2
1967 Jaguar 420	£3000-4000	£5800	3
1956 Land Rover 86"	£15,000-18,000	£15,000	2/2+
1991 Eunos Roadster	£1800-2200	£1500	2-
1966 Morris Mini	£3000-4000	£4200	2-
1989 Peugeot 205 CTi 1.6	£3000-3500	£2250	2-
1997 Renault Megane 2.0 Coupe	£400-500	£400	2-
1977 Rolls-Royce Silver Shadow	£4500-5000	£3200	2-
1991 Rover Metro Clubman	£1600-1800	£1600	2
1966 Saab 96	£1000-1200	£650	3

BARONS, SANDOWN PARK, 25 FEBRUARY

YEAR/MAKE/MODEL	ESTIMATE
2000 Alfa Romeo 156 T/Spark	£1800-2600
1938 Armstrong Siddeley 14 sln	£5000-7000
2002 Audi TT Quattro 225	£1850-2750
1950 Austin A40 Devon pick-up	£12,000-16,000
1985 Austin Maestro 500 City van	£6000-9000
1925 Bean Model 12 cvtble	£13,000-16,000
1995 BMW 730i	£1000-2000
2000 BMW Z3 2.0	£1500-2000
2001 BMW 320i cvtble	£2500-3500
2001 BMW 520i SE	£3000-4000
2005 BMW 630i cvtble	£4000-5000
2005 BMW 650 Coupe	£6000-8000

1969 Chevrolet Corvette	£12,000-15,000
1998 Fiat Coupe 20v	£3500-4500
1948 Ford F1 pick-up	£9000-12,000
2000 Ford Puma	£1500-2500
1987 Jaguar XJ-S V12 HE FHC	£5000-7000
2002 Jaguar S-type 3.0 Sport	£1000-2000
2004 Jaguar XKR fhc	£6000-8500
2006 Jaguar XJ Sovereign TDVi	£4500-5500
2002 Maserati 4200 Spyder Cambiocorsa	£9000-13,000
1985 Mercedes-Benz 230CE	£4000-6000
1995 Mercedes-Benz C36	£5000-6500
2004 Mercedes-Benz C180 Komp	£1500-25
1968 MGB GT	£10,000-12,000
1988 Pontiac Trans Am GTA (supercharged)	£10,000-13,000
1989 Porsche 911 Speedster	£100,000-120,000
2001 Porsche 911 Carrera 2	£12,000-15,000
2002 Porsche 911 Targa	£7500-11,000

1994 Range Rover Vogue TDi	£7000-10,000
2011 Range Rover Sport 5.0 Autobiography	£13,000-16,000
1926 Standard Park Lane	£16,000-19,000
1997 Suzuki X90	£1000-2000
1954 Triumph TR2 Derrington	£30,000-40,000
1991 Volkswagen Golf Clipper	£1000-2000
1994 Volkswagen Golf Cabriolet	£700-1500

1-4 CONDITION GUIDE

- **1: Excellent condition** – concours can be much more
- **2: Good** – sound usable condition
- **3: Average** – running with MoT
- **4: Project** – in need of restoration

Brightwells

Est. 1846



1988 Porsche 911 Turbo 25th Anniversary Est: £80,000 - £100,000



1975 Alfa Romeo 2000 GT Veloce
Est: £20,000 - £23,000



1947 Nash Woody Estate
Est: £4,000 - £6,000



1969 Ford Escort Mk1 Twin Cam
Est: £48,000 - £52,000



1967 Triumph TR4A IRS
Est: £22,000 - £24,000



1968 Aston Martin DBS Vantage
No Reserve



1952 MG TD MkII
Est: £16,500 - £18,500

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1976 Rolls-Royce Silver Shadow I
Est: £10,000 - £12,000



1993 Land Rover TUM (HS) RWMK+
Direct MOD Est: £25,000 - £30,000



1960 MGA 1600 Roadster
Est: £16,500 - £17,500



1974 Ford Mercury Capri Mk1 2.8
No Reserve



1998 BMW Z3 M Roadster
Est: £11,000 - £12,000



1972 Lancia Fulvia 1.3S
Est: £10,000 - £12,000



2001 Ferrari 360 Spider, only 34K miles
Est: £50,000 - £60,000



1958 Rolls-Royce Silver Cloud I
Est: £18,500 - £22,500



1963 Studebaker Avanti R2
Est: £20,000 - £25,000



2012 Land Rover Defender 90 Pick-up,
only 7 miles. Est: £27,500 - £30,000



1976 Jaguar XJC 4.2 Auto
Est: £11,000 - £13,000



1969 Morris Minor 1000 Traveller, only 11k
miles Est: £10,000 - £15,000



1974 Bedford VAS 29 Seater
Est: £8,000 - £10,000



1959 BMW Isetta 300
Est: £16,000 - £18,000



1977 Citroen GS Pallas, under 33,000 kms
Est: £4,000 - £6,000

For a free no obligation valuation of your classic contact: classiccars@brightwells.com

BUYING GUIDE

(1994-2003)

JAGUAR XJR



Fancy the idea of owning one of the fastest and most stylish Jaguar saloons built in the past 20 years? You will when you find out what incredible value for money they are...

There's no denying that Jaguar's XJ offerings from the Nineties and Noughties have aged extremely well. The elegant X300-shape XJR is one modern-classic that's garnering plenty of attention among enthusiasts, not just for their cossetting and luxuriously-appointed cabins, but for the thumping performance they can deliver.

The original X300 XJR (often referred to as the X306) was introduced in 1994 and its supercharged 4.0-litre engine boasted a phenomenal 326bhp. Subtle alterations to the standard X300 included body-coloured plastic trim replacing chrome, a mesh grille and 18-inch alloy wheels. Both Getrag manuals and GM automatics were available, although only 102 UK buyers opted for the former.

In 1997, all XJ models got the new AJV8 engine, with the X308 XJR's being a 4.0-litre, supercharged 370bhp version. The manual transmission option was dropped, and all XJRs used a Mercedes-Benz

automatic. An optional 'R1' handling pack added 18-inch BBS wheels, with cross-drilled Brembo brakes and stiffer suspension.

Towards the end of production, Jaguar chose to celebrate what would have been Sir William Lyons' 100th birthday with a special edition XJR100 – only available for the 2001 model year. It featured black paint, black leather interior with contrasting red stitching and dark-stained wood veneers, plus a restyled steering wheel. (Sounds tasty, right?) The R1 performance pack was standard, but even larger 19-inch BBS Montreal wheels were fitted.

More numerous than the XJR100 was a second special edition – the Daimler Super V8. Available from 2001 to 2003 on special order, it's a softer-riding long wheelbase version of the XJR, with lots of lovely chrome accoutrements.

Production continued until 2003 when the X300 was replaced with the all-aluminium X350.

WORDS Sam Dawson/Chris Hope
PHOTOGRAPHY John Colley and CCW Collection

'The XJR's 4.0-litre engine boasted a phenomenal 326bhp'

WHAT TO LOOK FOR

LOOK FOR SIGNS OF ROT

Corrosion strikes the six- and eight-cylinder cars in the same places. The worst spot is around the front bulkhead and front suspension – check for rusting toeboards, front inner sills, the front wings where they join the sills, and the suspension turrets. Rectifying front bulkhead and inner sill rust typically costs £100-600 per side. If the sill rot has spread into the floors, walk away. The revised suspension mounts of the X308s are more susceptible to rot than their X306 stablemates. The point where the dampers mount to the inner wings can be affected, and rust attacks the brake and power-steering pipes too. The front subframe needs removing to rectify; budget around £2000.

CCW's Jaguars FOR SALE
Up for grabs on p59-60

LISTEN OUT FOR A ROUGH RIDE

Suspension wears with age, so listen for the usual bangs and rumbles of worn bushes and wheel bearings. X308 XJRs featured active suspension, which makes for expensive rear dampers, so make sure there are no knocking noises – replacement dampers cost

£250 each and fitting them involves lowering the rear axle unit (a £600 job). Make sure the correct Pirelli P Zero (X306) or Continental ContiSport Contact 3 (X308) tyres are fitted. Tyres without the right VR speed rating can't cope with the performance.

IS IT LOOKING TIRED INSIDE?

Check that the headlining hasn't sagged – it's a common problem and, frustratingly, replacements are no longer available. A specialist can tailor a fresh headlining, but expect a bill of £1400 and be aware that to do the job properly the windscreen will need to come out. Wear to the driver's seat bolster is also something to check for, especially on high-

mileage cars, but it can be repaired relatively cost-effectively – expect to pay £150. Most cars are still on their original switchgear. Wood veneers last well, although the dark-stained wood in some X308s tends to go rather milky; Jaguar charges a hefty £1800 for replacement veneer, so a cheaper alternative would be to find a second-hand item via an online auction.

WHY I LOVE MY JAGUAR XJR

ROB JENNER

Rob is director and X308 co-ordinator for the Jaguar Enthusiasts' Club. He says: 'I couldn't afford one when they were launched in 1994, so I promised myself I'd have one when they hit £10k – but only if I could get a manual car.'

'Although this is one of just 102 manual UK cars, it's actually my third. I found it in storage at Browns Lane, and it's the very last made. I wanted to buy it, but colleague Tony O'Keefe said, "No you won't – I will!" When Jaguar Heritage closed its museum in 2012, Tony and I both made bids for it and I won.'

'The AJ16 engine is bulletproof – 200k miles is common and 300k is possible if service schedules are



adhered to. But the six-cylinder cars are the last of the DIY Jaguars (the same can't be said of the V8). They're such good value, especially

compared to other Nineties performance saloons. You can still find acceptable examples for under £4000.'



The cockpit is very Jaguar and uses lashings of leather. Manual 'box is a rare treat!



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WHAT YOU NEED TO KNOW

PRICE WATCH

Concours	£14,000+
Excellent	£6000-10,000
Usable	£3000-6000
Project	£1500-3000

Auto six-cylinder and V8 XJRs cost roughly the same. Budget £3k for a good one and around £6k for the best, while high-milers fetch as little as £1400. The special edition XJR100s command a slight premium, with top examples going for £8k. The Daimler Super V8 commands up to £9k, while immaculate Super V8s go for £10k. The manual X306s are so rare that the best fetch over £20,000.

PARTS PRICES

Oil Filter	£17.47
Air Cleaner Element	£12.60
Fuel Filter	£26.15
Brake Pad Set	£38.21
Front Damper	£296.39
Rear Exhaust Silencer	£181.82
Front Wing Panel	£577.90

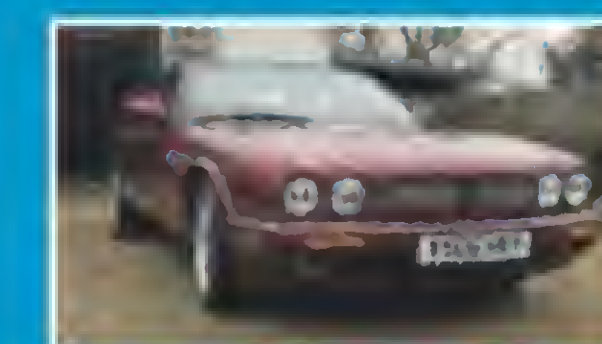
(Prices courtesy of SNG Barratt, inc. VAT)

JAGUAR XJRs FOR SALE

classiccarsforsale.co.uk

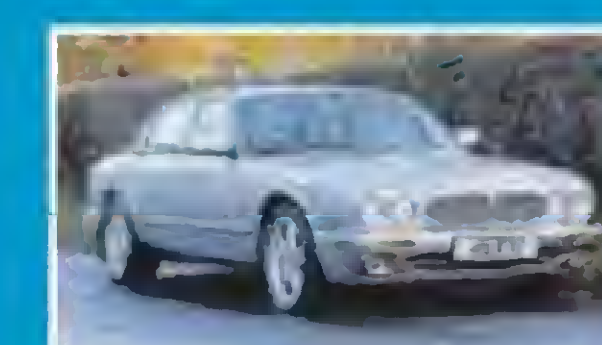
1999 JAGUAR XJR, £4500

108,000 miles.
MoT'd to August.
Supercharger
belt and idler
replaced at 99k
miles. Air-con works. Rust treated
underneath. In Norfolk



1999 JAGUAR XJR, £9995

47,000 miles.
MoT'd on sale.
Comprehensive
service history.
Air-con regassed
recently, all electrics work. No
expense spared. In North Yorkshire



SPECIFICATIONS

Engine	3996cc/V8/DOHC
Power	370bhp@6150rpm
Torque	387lb ft@3600rpm
Top speed	155mph
0-60mph	5.3sec
Fuel consumption	14-19mpg
Transmission	RWD, five-sp'd auto

(Jaguar XJR X308)

CLUBS & SPECIALISTS

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Jaguar Drivers' Club.
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Jagcats, West Yorkshire.
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Specialist Automobile Services,
West Midlands. 01384 413555
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Simply Performance, Surrey. 01306
711134, simplyperformance.com

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1999 Jaguar XJR, worth £9000,
£92.80 or £110.80 with AV
*Quotes based on a 45-year-old marketing
manager, access to another car, no claims
or convictions, no modifications, club
member, 3000 miles per year, living in SP2
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are subject to underwriting criteria. An
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CHECK FOR ELECTRICAL WOES

On the six-cylinder cars, the relays mounted behind the headlights are prone to failure, causing the fuel system to intermittently cut out. There are eight of them at £15 each, so work out which one has failed before replacing the lot. The engine

management relays suffer most, so check these particularly for sticky carbon contacts. Interior electrics are robust, but they don't respond well to DIY interference, reverse-polarisation and aftermarket parts, so non-factory alarms, immobilisers and stereo installations can wreak havoc.

LISTEN FOR WHINES

The Mercedes-Benz 5G-Tronic W5A580 gearbox in the automatic-only X308 is not without its issues. Whining is a sign of wear, so make sure the service history includes regular gearbox oil changes. To save money, Jaguar fitted dipstick tubes but only issued the dipsticks to dealers, so borrow one from a specialist to check the oil level. The X306 manual Getrag 290 gearboxes on the other hand are indestructible if properly lubricated, although many manual cars tend to have lived harder lives than their automatic cousins, so do check for a smooth gear selection.

MAKE SURE ITS ENGINE HAS BEEN CARED FOR

Although new for 1994, the six-cylinder AJ16 engines were very reliable, having been developed from the 1983 XJ-S 3.6's AJ6. Don't be put off by a slightly lumpy idle – in 4.0-litre supercharged form it was in its highest-possible state of road tune. The V8s, on the other hand, had design flaws; timing chain tensioners and water pump impellers were plastic and prone to disintegrating without warning, causing serious engine damage. Look for evidence that these plastic tensioners have been upgraded to aluminium and steel to avoid a bill of £5000 to replace the engine.

GIVE THE ECU A HEALTH CHECK

The ECUs are prone to water ingress via the bulkhead on the X306s, so check them for corrosion – a common cause of an engine refusing to crank or suddenly cutting out without warning. Replacement ECUs are near-impossible to find, but specialists are able to restore them for around £250, replacing and reprogramming the EPROM (Erasable Programmable Read Only Memory) units on the printed circuit boards. It's a tricky job, involving tamper-proof screws and intricate circuits, and is therefore not recommended for DIY mechanics.

4 WAYS TO MAKE IT BETTER

1 BETTER TENSIONERS

Upgraded aluminium and steel timing chain tensioners cost around £1000 and are a must if they've not already been fitted to the AJV8 engine; the work is often faked in the service history, so have the seller remove the cam covers to check.

2 UPGRADE ITS EXHAUST

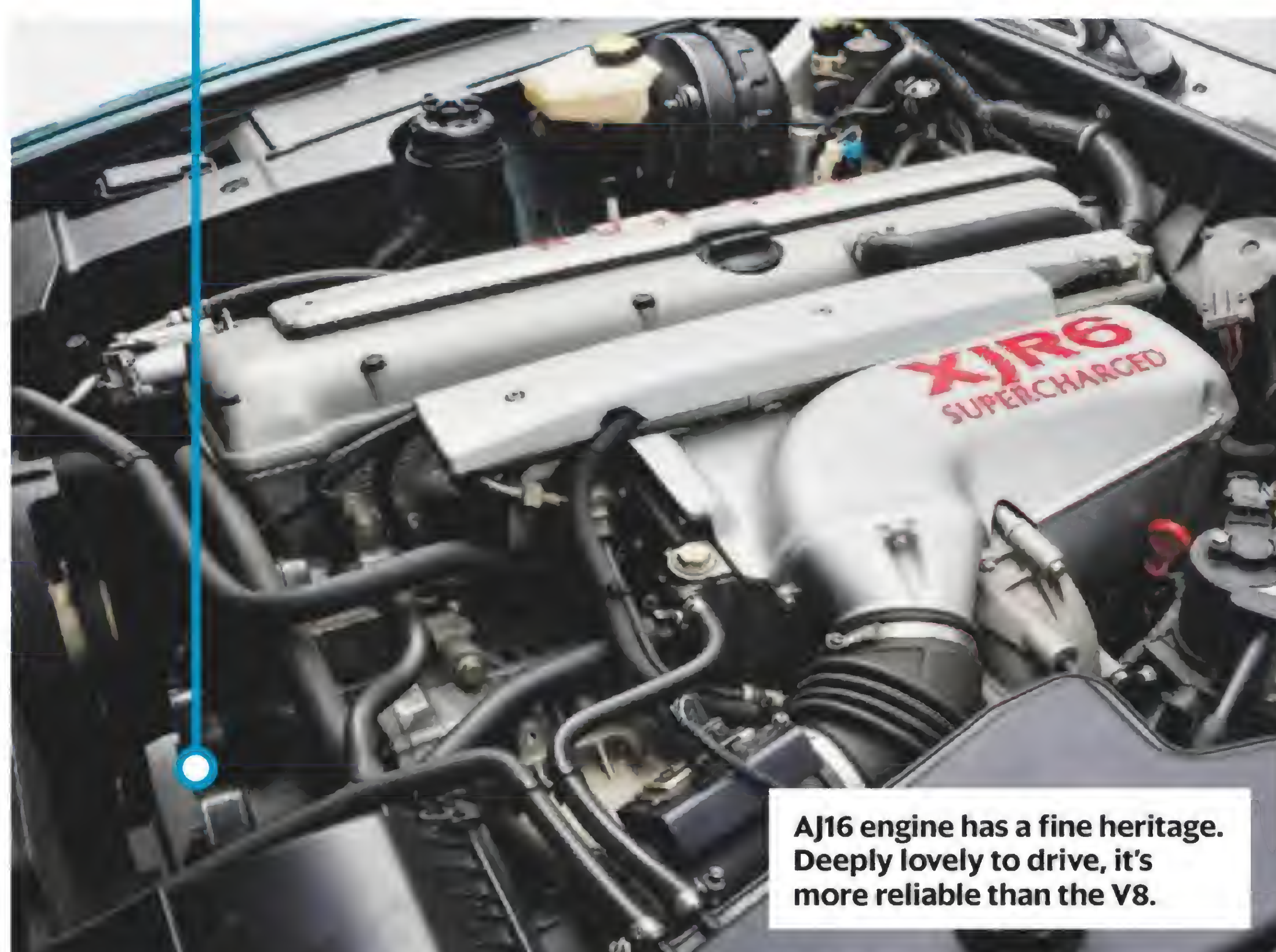
By all means consider a stainless steel sports exhaust system, but be wary of anything too rorty as it can spoil the refinement. Quality items may set you back in excess of £1000, so it makes good sense to shop around for the best deal.

3 REFRESH THE RIDE

Tired suspension bushes spoil the superb ride and handling, so replacing ageing or perished items will pay dividends. Polyurethane bushes may introduce some ride harshness, so investing in OEM is sometimes the preferred option.

4 CHANGE THE TYRES

Getting the best out of an X300's handling relies on top-quality tyres. Ensure they're the correct spec and rating, too. It's also wise to get the tracking checked as it needs to be spot-on to avoid corrupting the steering feel and handling.



AJ16 engine has a fine heritage. Deeply lovely to drive, it's more reliable than the V8.

THE CCW VIEW

CHRIS HOPE FEATURES EDITOR

'They may be similar money to a Morris Minor, but there the similarities end.'

'If you're searching for a performance saloon bargain, look no further. Nicely-sorted examples of both the six- and eight-cylinder versions of the XJR can be snapped up for not a lot more than what you'd pay for a similar condition Morris Minor 1000. Even if you're being especially picky, you won't struggle to stick to a strict £10,000 budget. For the luxury and power available, that strikes us as a very smart buy for a car that's now firmly established as bona fide classics. This is a Jag, after all.'



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1972 VW Beetle, 40,000 miles,
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1991 Jaguar XJS, 4 lt
£5,000/7,000

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E Type project



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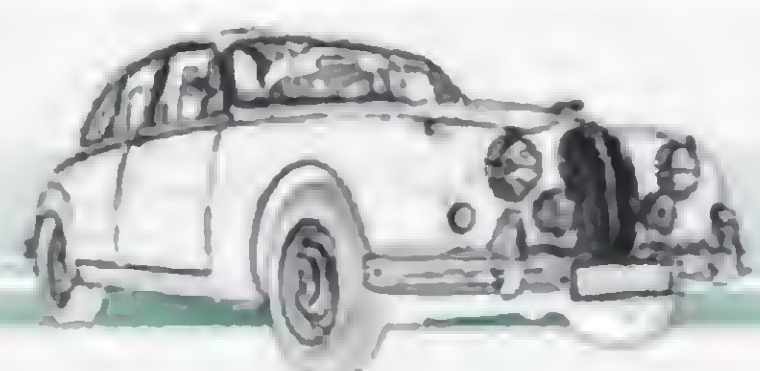
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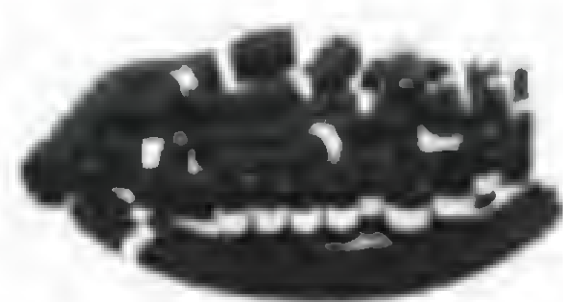
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	Water Pump C15694* Also S / E-Type £102.00	Brake Master Cyl 7/8" C27160# Also S-Type, XK150 £102.60	Brake Servo 4:25:1 LR18230 £178.80	Crank Damper Exch C15274E* Also E-Type, XK £141.00	Tie Rod Assy Adjust C22678/1* £34.80
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	Heater Valve XR822975# to VIN M45254 £118.80	Wheel Speed Sensor XR822753* Also XK8, X350 £35.70	Tensioner Chain C2A1512# Also XF, XJ8, XK8 £43.20	Upper Lambda Sensor C2C29250# Also X350 £86.40	Starter Motor C2D27865# Also X350/1, XF £120.00
	Sump Drain Plug AJ83017# Also XJ8, X350 £3.94	Alternator LNC1800AA# £160.80	Water Pump AJ88912* Also XF, S-Type £34.68	Park Brake Shoe Set JLM2209# Also XJ40, X300 £36.32	Half Shaft U/Joint JLM1388* Also XJ40, X300 £15.00
	Gearbox Sump Pan C2C38963# £67.20	On Plug Coil V6 C2S42673LUCAS Also S-Type, XJ £25.18	Front Brake Disc 326mm C2C25336*UNIPART Also S-Type, XJ £36.00	Rear Brake Pad Set C2P17595*UNIPART Also XK, XJ £14.40	Oil Filter C2S43999*UNIPART Diesel 2.2 £3.96

XK120 | XK140 | XK150 | MK-II | E-TYPE | V8 | SP250 | 420 | MK-X | XJ6 | XJS | XJ40 | X300 | X308 | X350 | XK8 | XJ8 | X-TYPE | S-TYPE



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CASH-FREE CLASSICS

(1922-39)

AUSTIN 7

Britain's first mass-market car is as popular today as it was when new, and a good supply means you won't have to wait for one (or two) to come along

Herbert Austin's motor for the masses has never really gone away. A high-on 20-year production run meant that plenty of shiny new models occupied the driveways of the suburbs.

Many might have been scrapped, but after the war the 7 – in all forms – went through something of a renaissance as the nation got back on its feet. Many that then went back on the road are still with us today – restored, modified or, in some cases, still patched up and going.

Popular as daily runarounds (if it was good enough to be used every day when new it certainly is today) but also eligible for different types of motor sport, it's easy to see the 7's appeal. Spares support is good and there are plenty of clubs, both national and regional, as well as specialists to help keep yours healthy and reliable. And it won't take up much room in the garage.

Some say the earlier cars' VSCC eligibility has driven prices upwards: such an idea is debatable, but what is clear is that the 7 has a seriously loyal following and that means when you come to sell, you shouldn't have too much trouble moving one on. However, with some 7s having been around for almost an entire century, it's important to ascertain the car's history – what work has been done, and to how high a standard?

An Austin 7 that's been fastidiously maintained and restored to a high standard is almost certainly a cash-free classic – one that's been messed around with or not put back together properly, not so much...

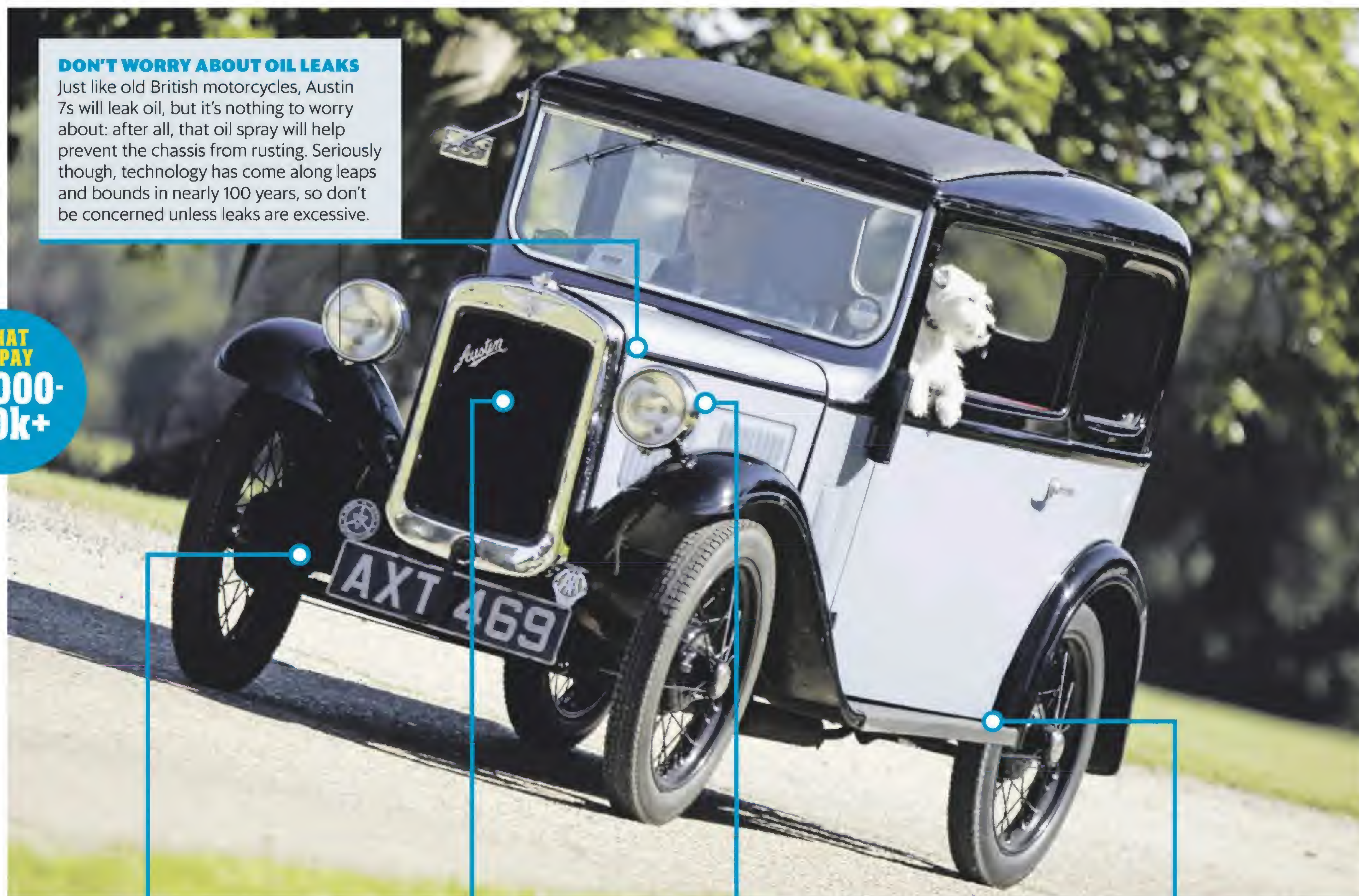
Richard Barnett

ENGINE 747cc/4-cyl/SV **POWER** 10.5bhp@2400rpm **TORQUE** 20lb ft@5000rpm **MAXIMUM SPEED** 55mph **0-50MPH** 25sec **FUEL CONSUMPTION** 35-40mpg **GEARBOX** RWD, three-speed or four-speed manual

DON'T WORRY ABOUT OIL LEAKS

Just like old British motorcycles, Austin 7s will leak oil, but it's nothing to worry about: after all, that oil spray will help prevent the chassis from rusting. Seriously though, technology has come along leaps and bounds in nearly 100 years, so don't be concerned unless leaks are excessive.

WHAT TO PAY
£2000-20k+



BRAKES? WHAT BRAKES?

The 7's brakes are okay, but oil leaking from the rear axle can hamper their performance. New hub seals cure the malady – budget around £12 and 10 minutes per side. Being so easy to solve though, you've got to question what else has been neglected.

CHECK THE DYNAMO

Even when these cars were new, the little dynamo really wasn't up to much, and on the earlier magneto-equipped cars they aren't really necessary unless you're concerned about complete originality. Otherwise, budget about £120 or so to buy a replacement.

HOW'S THE CRANKSHAFT?

Be warned, crankshafts can break, but usually this occurs at low rather than high revs – blame it on labouring the engine rather than changing down. Replacement shafts – both new and second hand – are readily available, so don't assume this to be a deal-breaker.

SEE HOW IT STEERS

Austin 7s can be wayward at the best of times and, in the words of one owner, can be 'horrible to drive'. Worn king pins are partially to blame, which affects caster angle, but this is an easy fix. Again, when you're looking for a cash-free 7, you need it to track true.

THREE WE'VE SEEN THIS WEEK



1932 RN SALOON EST. £7-9k

Family-friendly 7 with room for a (small) dog too, this RN saloon is said to be mellow and 'gleaming from stem to stern'. The interior is equally mellow. Potential bargain. **BUY IT FROM** Brightwells Classic and Vintage Sale, 4 March. 01568 611122, brightwells.com



1935 NIPPY EST. £11-£14k

One of 682 examples, this Nippy boasts an engine overhaul (not the original), new front shocks and kingpins, a new hood and some spares. Includes all-important VSCC papers. **BUY IT FROM** Brightwells Classic and Vintage Sale, 4 March. 01568 611122, brightwells.com



1937 AUSTIN 7 £17,950

Pricey, but features a craftsman-built open two-seater body, and said to be in excellent condition. Includes photographic records and comprehensive history. Compact two-seater fun couldn't get much better! **BUY IT FROM** Private seller, 07585 152129, classiccarsforsale.co.uk

WHAT WE RECKON



THEO FORD-SAGERS CONTRIBUTOR

'If you've never driven an Austin 7, you're in for a treat! And (depending on which decade you were born in) probably a bit of a shock too... Few cars make 30mph feel quite so exciting. But it's not just about the driving experience; this car is an institution in itself. Buying a 7 is your passport into a lively and complex heritage – one which you can help continue.'

CLUBS & SPECIALISTS

- **Vintage Petrol Pump Garage** vintagepetrolpumpgarage.co.uk
- **7 County Austins** 7ca.co.uk
- **The Pre-War Austin 7 Club** pwa7c.co.uk
- **Austin 7 Club** austin7club.org
- **Autin Seven Clubs Association** a7ca.org
- **750 Motor Club** 750mc.co.uk

NORTH YORKSHIRE CLASSIC

1992 DAIMLER DOUBLE SIX



3 owners from new and only 67k miles. Due in soon £8950

1976 ROLLS ROYCE SILVER SHADOW



Subject to recent restoration including a full bare metal repaint in its original colour of royal garnet. Ready end of July. £19950

1986 FORD SIERRA XR4X4



Only 83000 miles from new benefitting from a recent major service and 12 months mot. Drives very well. Ready to enjoy for the summer. £6950

1971 CITROEN DS21



A wonderful Citroen DS21 super 5. A very presentable car throughout. Driving very well. A usable rare classic at a great price. £13450

1980 BMW E21 323 AUTO



Finished in stunning green metallic. This car was in dry storage until recently and has benefited from a cosmetic refresh and mechanical overhaul. 12 months mot. Great value. £7950

1990 RANGE ROVER OVERFINCH 680CS



A full nut and bolt restoration of this very special car. Almost complete and attractively priced. Please call for full details. £79,950

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Example Vehicles: MG B GT 1970 valued £4000 or Morris Minor 1962 valued £3000 or Hillman Imp valued 1968 £1100 or Triumph TR6 1971 £13,500.

THE BEST DEALS INCLUDING 87 CARS NEW TO THE MARKET THIS WEEK IN PRINT | MOBILE | ONLINE

CONTENTS

56 A-Z OF CLASSIC CARS

56-70 Alfa Romeo-Wolseley
70-73 Commercial vehicles,
projects, miscellaneous,
caravans and items wanted
73 Classics under £1000

74 AUTOJUMBLE

74-75 Parts & accessories

76 DIRECTORY

76 Dealer directory
77 Trade directory

8 VALUE MY CLASSIC

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See page 77 of this issue

ALFA ROMEO

GTV SPIDER TWIN SPARK



2002, 106,680 miles, £2,750, Private plate, cambelt/water Pump changed 94,704 miles, 13 service stamps, black manual soft top, wind deflector, black leather, 3 keys, excellent alloys, Thatcham Alarm, Kenwood CD/Radio. 07719 697638, Worcester

TWIN SPARK LUSO

1999, 96,000 miles, £2,100, Silver, manual, 16 valve twinspace good history silly money, on SORN MoT until June 2020, lovely car, ring to discuss 01584 872395, Shropshire

ALVIS

TF21



1966, 11600 miles, £28250, Spent the last 3 years fine tuning the cars reliability, lots of work carried out over the past 10 years, lever arch files of history, has all matching numbers. 07966 482132, Prestbury

ARMSTRONG-SIDDELEY

SAPPHIRE



1955, 73400 miles, £12995, Been part of a private collection since 1995, been lovingly maintained by the owner, exhibited at many classic car events across the UK. 07834 226903, Chandler's Ford

SAPPHIRE



1954, 66611 miles, £900, Donor car, registration withdrawn by DVLA so would need to be 're registered, would suit classic car breaker/hot rod, currently a non runner, engine not seized. 07946 764142, Birkenhead

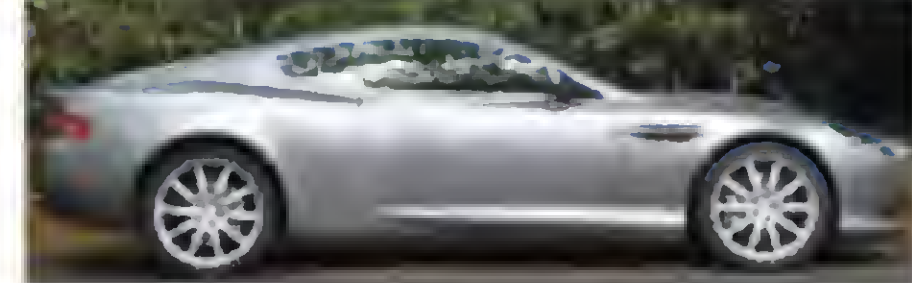
ASTON MARTIN

DB7 VANTAGE



£33,950, Finished in the desirable colour combination of Malvern Silver with parchment over charcoal trim, this Vantage has covered just 52000 miles with three previous owners and with full service history 01993 849610, Great Horwood (T) www.oselli.com

DB9



2005, 40,500 miles, £32,950, Presenting a stunning and up and coming classic - 2005 Aston Martin DB9 Coupe. A delightfully low mileage, 4 former keeper and pre-facelift example offering big V12 power 01732 440494, 07808 528516, Tonbridge (T) www.dmhistorics.com

DBS SIX CYLINDER



1968, £175,000, Finished in Burgundy with new tan interior the car is presented in very good order and mechanically first class condition with engine rebuilt some 7000 miles ago 01993 849610, Great Horwood (T) www.oselli.com

V8 LHD



1980, 9,250 miles, £170,000, 5.3ltr, 23rd produced out of 650, European chrome bumpers and rear panel spec car, very original condition, little history, fully serviced & MoT tested, suto, black leather interior 01993 849610, Great Horwood (T) www.oselli.com

VANQUISH S RHD



2005, 34,600 miles, £89,950, 34500 miles from new with full AM history, possibly one of the best service histories with 13 service stamps in service book, a true modern day classic car used by 002 in film 0208 8783355, 07850 888880, Kew (T) www.ddclassics.com

VANTAGE V600



1998, 28,000 miles, Royal blue metallic with parchment piped blue leather and dark blue carpets 01993 849610, Great Horwood (T) www.oselli.com

AUDI

TT



2008, 94,000 miles, £4,999, Seven service stamps in the service book, last service about a month ago at 94,000 miles. this Audi is racing red, black leather seats, also 6 speed gearbox, electric windows 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

AUSTIN

16 BS1



1948, 94,000 miles, £6,200, Manual, replica RAF staff car from Gorleston on sea air sea rescue base. E/ignition, alternator, flashes, RAF manual, attends WW2 shows, RAF uniform and radio equipment also available 01920 9721464, Nottinghamshire

8

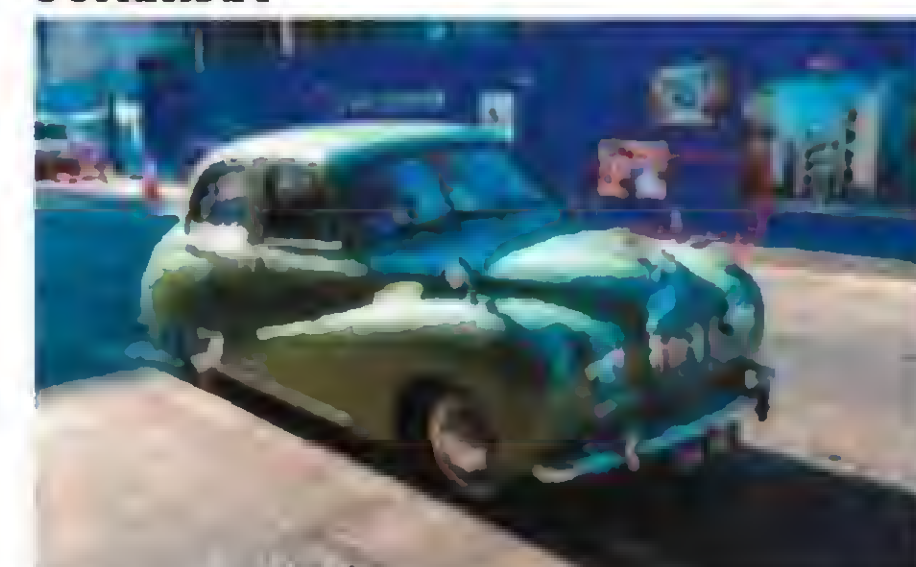


1946, 87,000 miles, £7,000, Manual, MoT August no advisories, good condition, lots of work done, £500 of spares 01543 673286, Staffordshire

ASCOT 12/4

1938, £6,500, Open to offers, Black, previous owner 40 years, original reg, good start, good runner, good brakes, good battery and electrics, very original, good body, good comfortable interior, few small jobs to make perfect 01291 628480, Monmouthshire

SOMERSET



1954, £5,700, ovno, Manual, very clean car, used daily, starts runs well, lot of money spent, no time wasters please, disability forces sale 07943 264648, Middlesex

CAMBRIDGE



1959, 57957 miles, £3995, Mechanically sound, in need of TLC, has all its original parts, body work requires some restoration but the vehicle is sound, runs well, electrics are working. 01373 812509, Coleford

RUBY



1937, 0 miles, £3700, 5 new tyres, new running boards, battery and exhaust, needs paint and interior, runs well, please call for more information. 01159 326100, .

MINI



1986, 61000 miles, £5000, Piccadilly custom, selling on behalf of an old school friend, needs some TLC, usable and clean, loads of paperwork/receipts as pictured. 07930 558397, Smethwick

MAYFAIR



1987, 74019 miles, £2750, Has been recently resprayed, Tahiti Blue with a White roof, much work done, good running condition, been in the family 20+ years, MoT till April 2020. 07368 230995, Sheffield

MINI



1988, 65000 miles, £5495, In excellent running order, maintained regardless of cost, time warp condition, one not to be missed, last owner 29 years, MoT and taxed, alloys available. 07860 266949, Banks

ALLEGRO



1979, 24854 miles, £1000, Great project, runner, I started it one year ago, please call for more information. 07816 222859, Bridge of Don

10 4-DOOR



1932, £9,995, Chassis number G1782, in blue/black, dark leather trim, 4 speed, manual, restored over a number of years, four doors, one former keeper 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

DEVON



1950, £9,000, or best offer, drag race car fitted with Dodge Charger engine & transmission. just needs battery and petrol & go racing. lets talk about price. call me selling on behalf of a friend. 07837 985973, Worcs

AUSTIN HEALEY

3000 MK1 4 SEATER

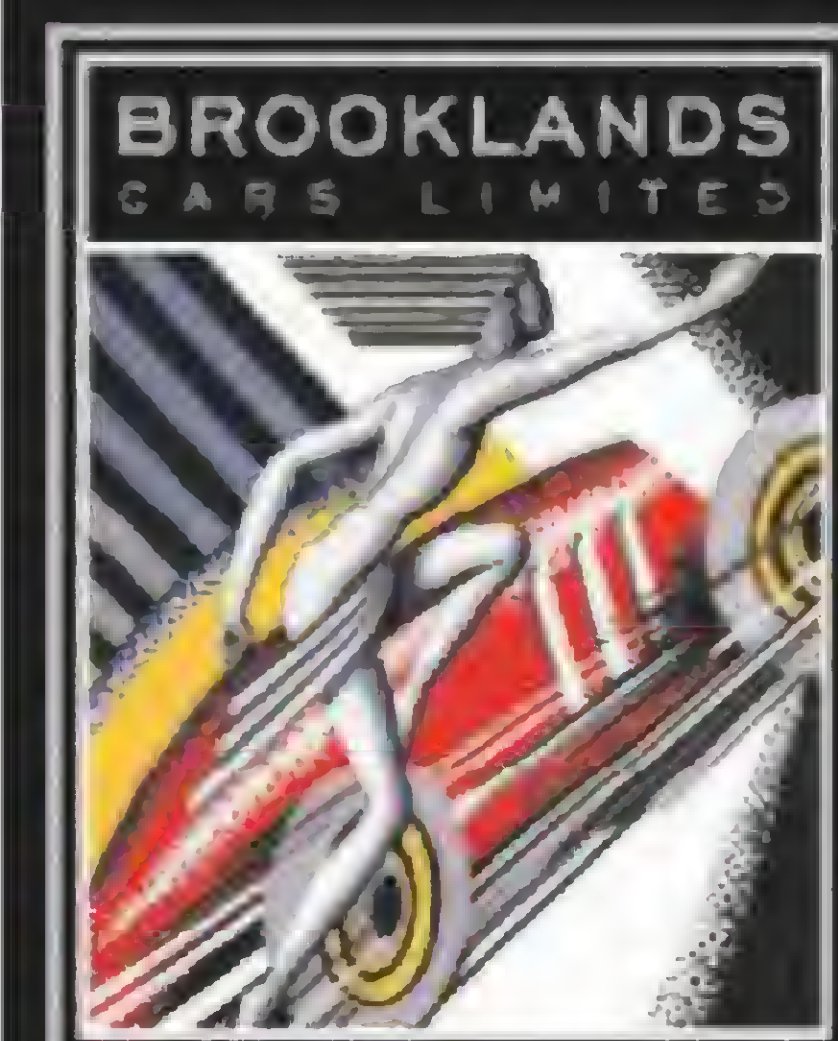


1959, 95,000 miles, £42,500, ono, Owned for 8 yrs. Substantially rebuilt early 90s, still very nice, done much European touring, excellent weather equipment, wires and good working overdrive, ready to drive without any further work. 07931 357630, West Yorkshire

3000 MK3 B18



1964, £69,500, ono, Manual/od, concours, just completed, unleaded, new iris blue leather interior + mohair hood + more, walnut dash, low owners, matching numbers, photographic history, rust proof, superb, trial welcome 07840 400569, Bristol



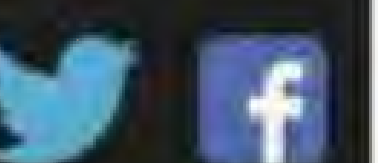
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DAVID SIMISTER EDITOR



PLUS FOUR OF BRITAIN'S LATEST CLASSIC CAR BUYS EXPERTLY REVIEWED
p65 1961 Hillman Minx **p67** Maserati-BiTurbo Spyder Zagato **p69** 1991 Toyota Supra **p71** 1976 Triumph 2500



1988 AUSTIN MINI MAYFAIR
MILEAGE 65,000 PRICE £5495 TEL 07860 266949 (LANCS)

Targa Red, manual, in excellent running order, maintained regardless of cost, time warp condition, one not to be missed, last owner 29 years, MoT and taxed, alloys available, ring Susan for more info.. (SC 2901)

FROGEYE SPRITE



1960, 43000 miles, £16000. All steel body, great condition, heritage certificate, as standard as possible, brand new interior parts, all receipts, lovely car, come and see it. 07890 563281, Glastonbury

100/4



1953, 26,461 miles, £59,950. In extremely original, unrestored condition, the interior has the original blue leather seats, older replacement carpets to the front and gearbox tunnel, mechanically the car is in very good order 01534 864073, Jersey (T)

BENTLEY

3 1/2 LITRE THRUPP & MABERLY SPORTS SALOON



1934, £72,500. An attractive and stylish car in fine condition, tastefully finished in very deep green, handsome design, swage lines, quarter bumpers, large sunroof 01248 602649, Gwynedd (T) www.realcar.co.uk

4 1/4 LITRE PARK WARD SPORTS SALOON



1937, £69,500. A smart and sound example, very good all-round condition and benefiting from a great deal of attention by the last owner, in the 1990s, was re-painted and fully re-upholstered, remaining very smart 01248 602649, Gwynedd (T) www.realcar.co.uk

AZURE



1996, 56,000 miles, £53,950, Magnolia hide piped French Navy, full service history, the most popular colour combination, dark blue mohair hood, extras inc Bentley logos in the door caps, burr walnut inlay panels to both doors. 01737 844999, Surrey (T) www.rsande.co.uk

S2 FOUR DOOR SPORTS SALOON



1962. The car is finished in its original colour scheme of Shell grey and Dawn blue, complimented by good chrome work. The interior is attractive, with refurbished blue/grey leather and new carpets 01248 602649, Gwynedd (T) www.realcar.co.uk

TURBO RL



1997, 47,000 miles, £21,500. This Turbo LWB is in excellent condition both Cosmetically and mechanically Diamond Blue Silver with Contrasting Cotswold hide piped Magnolia 01737 844999, Surrey (T) www.rsande.co.uk

CONTINENTAL GT 6.0 W12



2004, 80,000 miles, £19,999. 2 door auto, power steering, electric windows, remote central locking, alloy wheels, abs brakes, stereo and CD player, heated seats 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

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CONTINENTAL T 420 BHP



1998, 28,000 miles, £104,950, This Continental T has a very low mileage and a full service history it is in excellent condition, finished in Silver Pearl with light Grey hide and contrasting Slate piping, 01737 844999, Surrey (T) www.rsande.co.uk

S1 STANDARD STEEL SALOON



1956, £48,950, Very original condition, very good service history, we sent it to the present owner in 1997, fitted with power steering 01737 844999, Surrey (T) www.rsande.co.uk

T1



1969, 120000 miles, £24000, Near mint condition, all original and very well looked after, highly maintained, paintwork/bodywork/interior immaculate, large service history, tyres all good. 07714 235664, Mitcham

ARNAGE



1999, 96990 miles, £11750, Finished in the most attractive dark blue, magnolia hide, last owner had vehicle for 10 years, all original paint, drives as it should, lots of work has been done. 07792 327356, Birmingham

BMW

318i AUTO TOURER



1993, 118,000 miles, £3,495, ono, MoT till Nov 2020, overall good condition, maintained and looked after during the last 14 years in my ownership. used daily. only 2 previous owners. unusual reg. L867 TOY 07779 374217, Holland on Sea

650i COUPE 2DR



2006, 102,000 miles, £5,975, Auto, black interior, 4800cc, V8, VGC, MoT Apr 2020 (no advisories), 3 previous owners, power steering, CD, Bluetooth, c/locking, e/windows, CC, SAT Nav, alloy wheels, parking aid, AC, heated seats 07706 924992, East Yorkshire

520 E34



1991, 26,000 miles, £6,000, This car has come in from Japan and is just superb 07879 498715, Berkshire

M3



1998, 89000 miles, £21995, Stunning car, show winner, comes from a private collection, full service history, all MoTs, lots of paperwork, 3 previous keepers, purchased in May 2004. 07811 722742, Pleasley

ISETTA REPLICA BUBBLE CAR



1997, £11,150, Manual, Honda CBR 250 RR 6 speed, very fast, fully restored, taxed, MoT'd, daily driver as seen Malory Bonanza Santa Pod, must be seen & heard 07836 251850, Melton Mowbray

3.0 CS



1975, 54653 miles, £54995, Is in absolutely immaculate condition inside and out, will not find one cleaner, extremely rare, full service history, engine runs and drives perfectly. 07747 481709, Bransgore

330



2005, 138000 miles, £2495, Full history, brushed aluminium trim, cruise control, original toolkit, alloys with Yokohama, leather interior & steering wheel, MoT Jan 2021 07873 388061, Brinscall

528i SE AUTO



2000, 112,239 miles, £2,495, Open to offers, showroom condition, cream leather, original phone in car, FSH, long MoT, 20 years old looks and drives like a 2 year old, it's not cheap the best never is, tel 07851732747, bolton, more pics e/mail 01204 521185, 07851 732747 Lancashire

BRISTOL

411 AUTO



1972, £69,500, Nice example, recent total engine and g/box rebuild with complete restoration of body & interior, major service, brake overhaul, extensive bills/history, dark red leather interior, rare, appreciating 01794 390895, Hants/Wilts (T) www.ivorbleaneyclassiccars.co.uk

406



1961, 66,000 miles, £49,995, 1 of only 175 built. A stunning car. Hand built, largely in aluminium, finished in deep maroon with grey leather interior. Comprehensive service history. Had a fortune spent on it over the years 07794 477785, Bath (T) www.fenderbroad.com

BUGATTI

TYPE 35



1966, 70,000 miles, £24,995, ono, Built by Mike King racing. All alloy body and wings. Triumph straight six engine 4 speed box. Correct historic registration. Side exhaust, sounds and runs great. Value for money. 07944 269635, Lancashire

CADILLAC

ELDORADO



1978, 11407 miles, £28500, Original excellent conditions, for a collector who appreciates originality, real stunner, kept in garage storage for over 30 years in the USA, taxed and MoT. 07961 778924, Perivale

CHEVROLET

CORVETTE



1991, 36000 miles, £9995, All previous MoT's, stunning car, MoT June no advisories, winter price, imported in 1991, large folder full of history, garaged from new, paint not faded at all. 07572983046, Rotherham

CHRYSLER

3000C 5.7 V8 4 DOOR AUTO



2005, 74,412 miles, £8,999, Automatic, power steering, electric sunroof, remote central locking, comes with 2 keys, cruise control, heated seats 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

PT CRUISER LIMITED 2.4 LITRE



2007, 46,000 miles, £1,250, ono, MoT 17 October 20, full leather interior, heated front seats, e/windows all round, immaculate interior, service history, recent battery, 2 keys, three previous owners, V5C log book in my name. 01536 515851, Northamptonshire

CITROËN

AMI



1971, 61,000 miles, £2,250, ono, Early type with DS style steering wheels, needs restoration, good chassis, runs well, can be viewed in Hitchin by appointment. 01462 455280, Herts

AZLP 2CV



1959, £9,995, Total rebuild 2008/09, 2500 mls since, photo history, original chassis, RHD professional conversion, Belgian model, rare spares & literature, if you want a good one try this, call for full story 07709 947611, Gloucestershire

2CV



1989, 96481 miles, £5000, MoT till December 2020, galvanised chassis, electronic ignition, regularly serviced and maintained by local 2 CV specialist, has honest wear and tear. 07711 119628, Colchester

ZX



1993, 111000 miles, £1250, MoT'd till May, bodily it's good, interior is all up together, no history with it, only had 2 previous local owners, drives well, pulls hard, typical French gear change. 07759 767659, Christchurch

C6



2008, 104000 miles, £2450, Most of the history, wonderful car, owned this car for over a year and loved every minute, never let me down, MoT until November 2020, new battery. 07799 360565, Swindon

COMMER

DELIVERY EXPRESS VAN



1955, £12,995, In green with red leather, 31000 miles from new, excellent condition 01202 709407, Dorset (T) www.panoramabay.co.uk

DAIMLER

SOVEREIGN 420



1967, 53,000 miles, £36,750, Finished in golden sand with cherry red hide interior, automatic power steering, badge bar, chrome wire wheels, stereo, superb classic, drives excellent, excellent value for this appreciating classic 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

SP250



1961, £32,500, Manual with overdrive, B spec car rack and pinion steering, servo brakes, lots of history, hard top, soft top & hood cover 01697 476539, Cumbria

V8 250 SALOON



1969, 90,000 miles, £10,950, Lovely car, structurally sound, excellent engine, drives beautifully. Fully restored late 90's. Wires, Webasto roof, requires some very minor TLC to interior & body. History & MoT. Sought after reg. 07976 259290, East Sussex

4 LITRE



1959, 36590 miles, £3750, Have owned car for 5 years, engine and gearbox in very good order, wood work all ok, 4 new Crosply tyres, boot floor is very good, door cards in good condition. 0121 4262971, Birmingham

DODGE DURANT

6-60 SEDAN



1927, 5,800 miles, £10,000, or best offer, 1hd American fully restored, 2l pinto engine fitted, cable brakes tax/MoT exempt garaged starts drives fine suitable for business events weddings viewings in Harlow, could deliver anywhere in UK, 07866 659677, Essex

FERRARI

246 DINO SPIDER



1974, 13,598 miles, £320,000, A stunning example, RHD, second owner for the last 43 years, original and unrestored, excellent full service history in file. 01534 864073, www.leriche.com, Jersey (T)

F50



1997, LHD, 5,591 miles only, one owner from new, complete with its original stamped service book 0208 8783355, 07850 888880, Kew (T) www.ddclassics.com

FIAT

500



1972, 41,126 miles, £12,950, It's a pleasurable car to drive, with the later 650cc, Fiat 126 engine and syncro-mesh gearbox, black leather interior 0208 8783355, 07850 888880, Kew (T) www.ddclassics.com

COUPE TURBO PLUS



2000, 145,000 miles, £6,995, Manual, electric blue, pampered by enthusiast owner, recently refurbished wheels, many new parts 07835 429864, West Midlands

PUNTO

1998, 34,000 miles, £3,695, Silver, sporting hatchback, 1242cc, now a very rare car, black patterned interior, sunroof, alloys, recent cat, exhaust, battery, tyres, clutch, totally sorted, drives like new 01684 892906, Worcestershire

X/19 GROUP 4 RALLY COUPE



1974, £15,000, 4spd manual gbox, 1.3ltr, race ready interior, professionally maintained, preparing for UK registration, flared wheel arches, rally spotlights, roll cage, handles superbly well, responsive throttle, 01732 440494, 07808 528516, Tonbridge (T) www.dmhistorics.com

500



1963, 50661 miles, £17250, Beautiful and rare, imported from Italy, undergone a full restoration in 2016 by the previous owner, new exhaust, starts beautifully, runs well, joy to drive. 07905 299308, Rye

FORD

ESCORT



1990, 108,000 miles, £4,250, 1990 Ford Escort Police car. Ex West Yorkshire. Former museum exhibit been in the dry last 10 years. Just recommissioned. MoT Oct 2020. 1.3litre. Working blue lights. Police radio included. 07508 435269, Colchester

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AA PICKUP



1931, £14,999, ono, Green w/ black wings, Manchester built, owned 18 years, garaged, original reg, restored early 90s, VGC, slight micro blistering on bonnet & wings, no rust, engine & g/ box good, 24HP, nice trim 07879 850533, Hamptonshire

CORTINA 1600E PROJECT

1971, £2,500, Rolling chassis engine and gearbox, out of car 90% complete mk2 V5 gold spares repair 01306 877604, Surrey

CORTINA MK3



1973, 2000e auto 4dr, stored for yeas & recommissioned 2019, many new parts, tax exempt, docs and receipts. Nippy engine & only needs minor work to make perfect 07704 280370, Inverness

CORTINA MK3



1972, Manual, 2 litre GT, 2 door, excellent condition throughout, 5 speed type 9 box, polybushed, 4 branch ex manifold, 4 spoke RS alloys 01253 700349, Lancashire

ESCORT



1993, 35,791 miles, £2,997, 1.8 diesel turbo, 1 previous owner, full Ford service history, MoT'd, immaculate original condition, best any where. 07583 242285, Preston

ESCORT VAN



2002, 42,000 miles, £4,250, Second owner, the van has had £2000 spent on it, outstanding condition, 1.4 petrol 01928 561091, Cheshire

F100 LTI V8 PICKUP



1964, 32,000 miles, £18,995, Custom built with Chevy LT1 5.7 V8 fuel injection, Finished in an amazing custom Patina satin lacquered paint finish, New wheels with chrome trims and hubcaps, new wide tyres 01992 827157, 07711 630348, Jersey (T) www.totalheadturners.com

GPW JEEP



1943, £7,500, Runs and drives ok but needs restoration, this is just one of the many world war 2 vehicles we have in stock at AMD FOUR WHEEL DRIVE LTD. Please phone. 01530 230023, AMD Four Wheel Drive, Leics (T)

PREFECT E49 3A



1951, 27,438 miles, £5,500, ovno, Owned for 15 months but need a bigger engine. Interior VGC, no rust, all in all very pretty motor, may swap 1930s/40s, please call for more information 01628 412524, 07597 597039, Berkshire

SIERRA 1600 ESTATE

1992, 107,000 miles, £1,995, ono, Blue, manual, new front struts, springs, disc, brake caliper & track rod end, MoT Feb 21, GT alloys, new tyres, 5 speed, grey interior sunroof towbar 01568 760661, Herefordshire

SIERRA LASER 1.8

1991, 5 dr hatchback, turbo diesel, pepper pot alloy wheels, approx owned 16 years, acquired 2003, unused approx 6-8 yrs, good interior, reasonable body work, reasonable offers considered 01623 625145, 07414 082154, Nottinghamshire

ZODIAC MK3



1963, £5,500, ono, Granada engine V6, long paper history, over £4000 spent, custom made s/steel exhaust & propshaft, MoT & tax exempt, £2000-£3000 worth of spares included, drives superb, serious enquiries only 07743 344618, Dorset

ZODIAC



1956, £28,750, Manual with overdrive, not a restored car but an excellent original example, stereo system, steel period sin visor, fitted hunting lamp, badge bar with badges, original twin spotlights, drives good 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

ESCORT



1980, 75000 miles, £15000, Classic, great condition, 2.0 Pinto engine, MoT'd and taxed, roll cage, coil overs all round, disc brakes all round, quick rack steering, central alloy fuel tank. 07766 896307, Coldstream

7Y



1936, 58000 miles, £5995, Hot rod, excellent tyres, boxed chassis, overhauled Jag rear, runs well, good oil pressure, no smoke, rare, interior tatty minor niggles. 07985 236968, Redditch

ORION



1988, 99500 miles, £4500, Completely genuine and unmolested vehicle, owned this vehicle for over 31 years, have all its previous MoT certificates, never failed. 07530 519347, Formby

SIERRA



1984, 64000 miles, £9500, Excellent condition inside and out, all service history and MoTs, genuine and well looked after, original bill of sale, original unmarked wheels. 07752 378021, Waltham Abbey

GPW



1942, £14000, Early scripted tub & original frame, CJ 2A engine & gearbox, same engine, better box, its a nearly finished project, you will need the odd engine ancillary, combat rims, easy finish 07710 058706, Hull

ESCORT



1986, 106986 miles, £11250, 10 former keepers, been in warm storage since 2008, untouched, small folder full of receipts totaling thousands, would need very small restoration, 2003 full respray. 07507 644311, Warwick

ESCORT CABRIOLET



1985, 59450 miles, £7500, Limited Edition, owned this stunning car for just over 6 years, with service book and old MoTs, full bare metal respray, new roof, never welded underneath. 07976 410032, Minster on Sea

ESCORT



1986, 130000 miles, £2250, In very good condition inside and out, drives great, only 2 owners, full years MoT, please call for more information. 07973 398820, Harlow

GILBERN



1972, 2 miles, £8,000, ono, Last of the Gilbern Invaders Mk3, all mechanicals renewed brakes clutch rad servo water pump hoses to many to list. Needs new paint or use all wheels drives seat needs trim I've got vinyl V6 Ford 07956 276751, Bromley

HILLMAN



1963, 55,000 miles, £26,500, This very rare model is finished in Glacier white with superb cherry red interior with piping/matching convertible top, original radio, personal number plate, driver superb, amazing condition 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

HUMBER



1961, 97,000 miles, £3,500, ovno, Part restored, serviced & maintained. Manual, 4 speed with overdrive. New callipers, discs, shoes, tyres, break servo, water pump, radiator, sender electrics, o/s sill & wing, battery, perfect engine 07743 344618, Dorset

HAWK SERIES 1V



1965, 46,470 miles, £5,000, Open to offers, Green, manual, good all round condition, MoT till 9/2020 07935 875355, Northants

HAWK SERIES 2



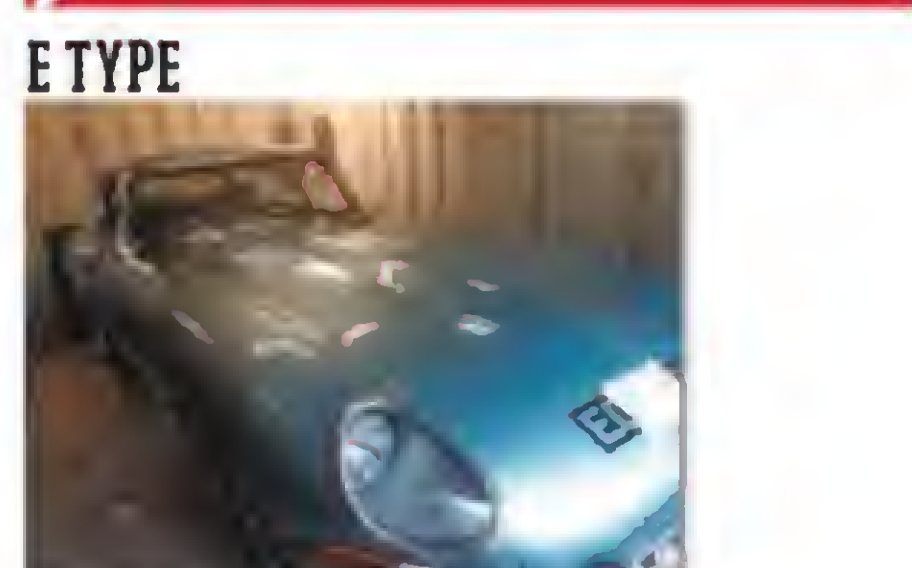
1962, 115,000 miles, £6,250, No rust, new floor pans, respray, original engine, much work done, full history since 1991, mine since, every receipt, new headlining, re-advertised due to time wasters. 07932 404996, Oxon

ISUZU



1987, 70000 miles, £2995, Ultra rare, bought this just over 6 years ago, been dry stored, fabulous original car, luxurious interior, starts on the button and drives, paintwork shines really well. 07989 405311, Langho

JAGUAR



1966, 55,000 miles, £70,000, ono, Series 1 4.2 coupe manual owned and restoring since 2008 engine rebuild new carpets and interior alot spent on it stainless exhaust new chrome wires only used in the dry garaged runs well 01803 813222, Devon

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X18



1998, 100,173 miles, £2,900, ono, First Reg 30th November 1998. The rarer 4ltr model, nice colour seafoam silver, light grey leather, recent 4 new tyres MoT till 1/5/20 07776 280534, Cambridgeshire

E TYPE S3 V12



1973, 67,851 miles, £49,995, Original Right hand drive, original registration number, original steel wheels, recent engine re-build means this is super smooth running V12, Beautiful condition, Drives superb, must be seen 01992 827157, 07711 630348, Essex

E TYPE V12



1973, 37,000 miles, £135,500, Headrests, tinted glass, stereo, overmats, manual transmission, power steering, As new chrome wire wheels with new white side tyres, drives superb, never seen rain 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

E-TYPE SERIES 1 4.2



1965, 6,500 miles, £168,000, Recreation of lightweight, Engine fully rebuilt and uprated, triple Webers fitted, 5 spd g/box, blue interior, race features, award winner, must be seen and driven to be appreciated, opportunity 01732 852762, Tonbridge (T) www.etypeuk.com

E-TYPE SERIES 1.5 4.2



1967, 59,000 miles, £105,000, An original left hand drive fixed head coupe, dispatched to Jaguar Cars New York 1967. Now fully resotred and finished to factory correct Opalescent silver blue over dark blue interior 01732 852762, Tonbridge (T) www.etypeuk.com

ETYPE SERIES 3 ROADSTER



1972, 76,000 miles, £85,000, S3 manual, UK car, new MoT, heritage certificate, unmolested, unrestored, extensive history to support mileage, super condition, factory hard top included. 07711 618175, West Yorkshire

E-TYPE SERIES 3 V12 OTS



1973, 68,000 miles, £99,950, Detailed history file, well looked after, recently refreshed, cherished, good condition/running order. Resprayed, full underbody reseal, literature. Black, clean mostly original interior, smooth drive 01732 852762, Tonbridge (T) www.etypeuk.com

ETYPE SERIES 3 V12 RHD OTS



1972, 83,000 miles, £165,000, Matching numbers, ground up full nut and bolt restoration to high standard, highly desirable upgrades, no expense spared, same family owners, engine rebuild, fuel injection, s/s exhaust, 5 spd g/box 01732 852762, Tonbridge (T) www.etypeuk.com

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S TYPE



2005, 92,600 miles, £3,895, Auto, 6 spd, 2.5 V6 Sport, PAS, grey leather unmarked, FSH, old MoTs/bills. E/m e/w memory seats, alloys, radio, CD, 2 keys, new MoT on sale, immaculate 07979 272548, Devon

S TYPE



1965, £19,000, Lovely example, full restoration, full engine rebuild 2015, dark blue leather interior, full stainless steel exhaust, past MoTs, car has had a recent surge in popularity, used for weddings, 01487 842168, Bedfordshire (T) www.trgb.co.uk

SOVEREIGN

1995, £4,995, Beautiful pale blue metallic, perfect ivory interior, top of the range, fully maintained by Jag specialist, every tool/manual, new tyres, long MoT, nearly show standard, good history 01725 552783, Dorset

V12 ROADSTER



1972, 25,000 miles, £145,500, Navy blue soft top, over mats, stereo system, sparkling chrome wire wheels, with white side tyres, tinted glass, power steering, drives like a new car, totally superb condition, just stunning 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

XJ40 3.2 SPORT

1993, 130,000 miles, £2,000, ono, Auto, red, cream leather, good history, new head lining, 4 new tyres, new battery, new MoT on purchase, please call 07549 647968, East Sussex

X16 SERIES 1



1970, £8,950, 2.8 manual with overdrive, beige with tan leather interior, recent MoT 01564 779746, 07719 995514, west Midlands (T) www.bobsaffordableclassics.co.uk

XK120



1953, 82,500 miles, £125,000, Manual, stored, interesting history, perfectly preserved example, rare, chassis #669035, original condition, glass and chrome good, biscuit interior, 3.4ltr engine, matching numbers, 4 spd Moss gbox 01732 440494, 07808 528516, Tonbridge (T) www.dmhistorics.com

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XK120 ROADSTER LHD



1952, £104,995, Full resto in 1993, 700 miles, believed to be ex famous owner 01202 709407, Dorset (T) www.panoramabay.co.uk

XK8

1998, 75,000 miles, £14,995, New factory engine, water pump, thermostat, brake cylinders & battery, waxoiled, tuned s/s exhaust, good Pirelli, superb paint, all equipment & paperwork, serviced & tuned Jag specialist, Year MoT 01725 552783, Dorset

XKR SILVERSTONE



2000, 33,682 miles, £16,950, 20" Detroit alloy wheels, Silverstone badging, upgraded chassis, unique platinum paint finish, in very good overall condition commensurate with the mileage covered, 1 of only 52 RHD 01534 864073, Jersey (T) www.leriche.com

XTYPE 2.5 MANUAL PETROL

35,000 miles, £4,250, AWD, electric sunroof, heated seats, reverse sensors, 17" wheels, private plate, immaculate condition, full Jag service history, 2 owners 07526 010754, Essex

250



1966, £12,500, V8, 1966 tax and MoT exempt. In powder blue with dark blue leather interior. This car has spent most of its life in New Zealand. Runs and drives nice, body very solid 01723 871057, Scarborough

E TYPE SERIES 2



1970, 5,000 miles, £69,995, Sitting on chrome wire wheels completes a very desirable specification. The car will be sold with a warranty on the engine and a fresh MOT 07794 477785, Bath (T) www.fenderbroad.com

X16 2.9 4 DOOR AUTO



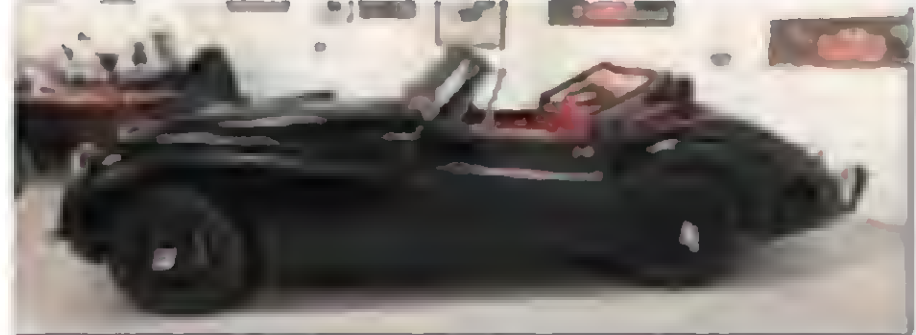
1990, 39,000 miles, £5,999, Automatic, power steering, electric windows, factory fitted sunroof, electric stereo, central locking, air conditioning, fitted head rest, very good condition throughout, px possible, must be seen 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

XIS 4.0 COUPE



1993, £9,000, Auto, regency red metallic, done just 54300 miles, superb car which has just arrived in from Japan, no rust 07879 498715, Berkshire

XK120



1952, £125,000, Simply stunning, the exterior beauty and curvaceous sweeping lines are so dramatic, the engine fires and rasps in a very enticing way, To drive this 120 is a joy, Road holding is outstanding 07794 477785, Bath (T) www.fenderbroad.com

S-TYPE



2005, 84868 miles, £4750, Owned for 3 years, has some tasteful additions, new radiator, has been garaged, interior is excellent as is the exterior, MoT will be to Feb 2021. 07941 283294, Walpole Saint Andrew

MARK 2



1968, 9266 miles, £12000, All interior ok, engine fine, looks lovely, chassis all good, panels fine, needs some TLC around the bottom of the door, wheel arched at the front/passenger side. 07957 959058, Lowestoft

SOVEREIGN



1998, 117690 miles, £2200, Sport alloy wheels recently fitted, new tyres, MoT until Oct 2020, needs some TLC on the paintwork and new interior roof lining, been in the family few years. 07546 144011, Bury

S-TYPE



1999, 70400 miles, £3000, 10 months MoT, in absolutely fantastic condition inside and out, great wheels, tyres, engine, gearbox, car has been serviced by Jaguar. 07958294094, Bolton,

XI



1996, 84700 miles, £3800, 3.2, service history, very good condition for year, phone calls only. 07763 404349, Ullapool

MARK 2



1964, 74000 miles, £26995, 3 owners from new, in very good condition, really interesting history, done lots of touring through Europe, very usable, drives excellent, lots of attention. 07740 739751, Rawdon

XIS



1991, 74000 miles, £24000, Limited edition of only 250 models, excellent interior and exterior condition, all 'Le Mans' extra features, FSH plus MoT, only been 2 owners. 01620 248226, North Berwick

X16



1970, 48000 miles, £14960, 2.8 manual with overdrive, only 3 owners from new, tested, immaculate condition inside and out, very original car, never been welded, large history file. 07715 476301, Coleraine

XIS



1989, 75000 miles, £8000, Great condition, MoT, service history back to when I acquired it in 2011, always been garaged, used as a weekly run around, pleasure to drive, private number plate. 07786 635423, London

D-TYPE



1993, 25000 miles, £16500, Stunning, long nose, great condition, and very well built, period interior to match exterior, Ford running gear 2 litre engine, MoT May sounds great. 07711 100380, High Ham

ROYALE AUTOMATIC SPECIAL COUPE



1989, £95,000, A striking car, beautifully constructed last year to a very high standard, the quality of the finish to paintwork, upholstery is second to none and has to be seen, wonderfully tight and rattle-free 01248 602649, Glynnedd (T)

JENSEN

INTERCEPTOR



1972, 77000 miles, £34950, H-Series 7.2 litre V8, £20k+ mechanical recommissioning last year with rebuilt engine, suspension, cooling, clean MoT just issued, drives very well. 07917 234897, Stroud

LANCIA

DILAMBDA 229 SALOON/LIMOUSINE



1931, 6,000 miles, £95,000, Historically important, original, unchanged condition, coachwork is a delight to behold, luxurious, rear end is perfect proportion, chauffeurs area is upholstered in beige velour. 01908 270672, 07889 805432, www.classicmobilia.com, Bucks (T)



1972 JENSEN INTERCEPTOR III MILEAGE 77,000 PRICE £34,950 TEL 07917 234897 (GLOS)

H-Series, 7.2-litre V8, Royal Blue, tan vinyl roof, beige leather interior, clean MoT just issued, £20k+ mechanical recommissioning last year, rebuilt engine with Edelbrock performance upgrades, now fully reliable, excellent oil pressure, drives very well, upgraded suspension, cooling, engine bay detailing, bodywork solid, extensive/interesting ownership history files, known and valued by Rejen Ltd.(SC 2900)

DELTA



1993, 88751 miles, £42250, All original, fully badged, original engine (not boosted), no accident damage, no rust, under coated, full service history, runs and drives great. 07765 047276, Wilmslow

LAND ROVER

109 STATION WAGON



1963, £8,000, 12 Seater, 2^o petrol, automatic FWH, overdrive, chassis Good, bulkhead repaired, galvanised, kenlowe fan, interior carpets, tow bar, tax/MoT exempt, used daily, heritage certificate, lots spent. 01294 833320, 07402 405111, Saltcoats

88" STATION WAGON



1969, 100,000 miles, £5,500, ono, Blue, manual, SIA SWB, 2 1/4 petrol, 7 seater, many new parts, overdrive, tax and MoT exempt, present owner 40 years, 22 previous MoT's till 2019, garaged. 01530 242651, 07484 224085, Leicestershire

SERIES 1 80"



1950, 0 miles, £29,950, Manual, 2ltr, fantastic example of an iconic 4x4, desirable, restored, classic but useable drive, dark green seats, cherished, soft top, paint exceptional, spare wheel, investment 01732 440494, 07808 528516, Tonbridge (T) www.dmhistorics.com

90 2.5 DIESEL 1988



£6,950, Showing approx 110k miles, MoT until September 202, engine rebuild and other work, therefore an exceptionally sound example 01564 779746, 07719 995514, west Midlands (T) www.bobsaffordableclassics.co.uk

109



1973, 75000 miles, £6250, Imported from Australia April 2019, very solid chassis/bulkhead/doors, good all round bodywork, all complete and up and running, registered historical vehicle. 01424 843194, Bexhill-on-Sea

DEFENDER



1999, 92000 miles, £14500, Been in the same family since new and always well looked after, MoT till 31st May, excellent condition for it's age, drives beautifully, 100% reliable. 07791 350312, Teigngrace

FREELANDER



2002, 75011 miles, £3995, One of only around 11 still on road, becoming collectible as a future classic, garaged and SORNed over winter, will be getting new MoT in the next week. 07803 042618, Glasgow

RANGE ROVER



2002, 99312 miles, £7495, Very rare car. MoT till 3/12/20 with no advisories, outstanding condition inside and out, a much loved vehicle, service record, is used primarily for shows. 078311 42177, Nether Whitacre

SERIES III



1976, 500 miles, £7500, Fully rebuilt over 3 years, no expense spared, chassis completely rebuilt, new door, wheels, Parabolic springs, pro-comp shocks, M8000 warn with synthetic rope, LED spotlight + more, MoT & tax exempt 07595 783519, London

SERIES II



1962, 7500 miles, £17500, 2004 recommissioned onto a galvanised chassis, complete restoration, all invoices £30k+ and manuals from over the years included, lots of extras, 235/70R BF Goodrich all weather tyres 078799 13983, Rochford

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1990 Lotus Elan SE Turbo **£9,990**

This sensational Lotus Elan (M100) SE Turbo is finished in White with Dark Grey upholstery. This example has covered 75,879 miles and come with a fantastic 11 stamp service portfolio. For full specification and history visit petervardy.com/heritage.



1989 Rover MINI 30 **£13,990**

This MINI was manufactured to celebrate thirty years. With only 3,000 models produced for the UK this represents a fantastic piece of British motoring. This example comes in Cherry Red with half leather seats and has covered 19,179 miles. For full specification and history visit petervardy.com/heritage.



1992 Range Rover Vogue 4.0 SE V8 **£24,990**

Combining majestic good looks, luxury levels of refinement and comfort. This outstanding example has a mileage of 61,923 and is presented in Aspen Silver Metallic with Dark Brown leather upholstery and Walnut inlays. For full specification and history visit petervardy.com/heritage.



1991 Jaguar XJS V12 **£28,990**

To commemorate Jaguars success at the '24 Heures du Mans' a limited edition 'Le Mans' model was introduced. This car is number 266 of 280 & is finished in Signal Red with Magnolia interior, contrasting seat piping & a mileage of 47,000. For full specification and history visit petervardy.com/heritage.



1982 Mercedes 280 SL Auto (R107 Model) **£37,990**

Peter Vardy Heritage are delighted to offer this exceptional Mercedes Benz. Registered and supplied on 22nd of April 1982, the vehicle has covered 37,966 miles and is finished in Thistle Green Metallic, with Sports Check Interior. For full specification and history visit www.petervardy.com/heritage



2005 Mercedes SL55 AMG F1 Pace Car Ed **£54,990**

We offer this vehicle with an incredibly low mileage of only 6,040. Finished in Brilliant Silver Metallic and comes with a panoramic glass roof, leather two-tone Alpaca Grey interior, navigational system, BOSE sound system & more. For full specification and history visit petervardy.com/heritage.



"A classic car is not only a great purchase but also a wise investment. If you would like to find out more I would love to hear from you". Craig Lamont, Branch Manager.

Telephone: 0131 322 6712 | Email: craig.lamont@petervardy.com | Visit: petervardy.com/heritage
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1985/B LANCIA Y10 FIRE - 1 owner from new and just 45,000 miles. Rust free and ready to go! This wonderful example of a now very rare hatchback motor car. Supplied with the original service book and document wallet, service vouchers etc! This little car drives like new and is also still fitted with its original Blaupunkt stereo..... **£3,995**



1962 TRIUMPH TR4 "FAST ROAD" - Here we have a wonderful example of a rare "short bulge" bonnet TR4 which has been built to a fast road spec. Lightened and balanced bottom end, reworked head, mild fast road cam, Upgraded brakes and suspension. Wonderful body and zero rust! An excellent chance to purchase a very well set up TR4..... **£32,500**



1968 DAIMLER V8 MANUAL O/D - Supplied in its factory form. The gold coachwork is in excellent condition and compliments the original red leather interior. Stacks of history to back up the excellent provenance of this car **£19,995**



1934 SINGER LE MANS - A wonderful example of a now rare pre-war sports car. This car has resided in the same ownership for the past 20 years after being subjected to a bare metal respray. Everything is present and correct including the full wet weather gear etc. This car is just wonderful to drive and has its own sense of patina **£27,995**




1968 TRIUMPH TR5 PI Built on 23rd May 1968 and dispatched to Station Garage in Amersham 4th June 1968. A matching numbers car, arguably the most desirable of the TR range. Triumph Racing Green coachwork and black interior. Originally a soft top but now has a surrey roof assembly with aluminium top fitted. 90,000 miles we believe is genuine, backed up by the massive history file that goes back to the early 1970's!! Comes with a Heritage certificate. Standard 2500cc injected engine and with overdrive gearbox. A bare metal respray was carried out by marque specialists TR Enterprises. Previous owner since 2005. Please call for more history/info..... **£48,995**



1971 TRIUMPH TR6 RACE CAR. 1972 Triumph TR6 with a twist... This car has been built as a race car for several years, as always upgrading specification as and when it comes along! Drivetrain recently fully rebuilt by TR Enterprises to 'full race'... All steel engine breathing through triple 45 DCOE Weber's (new this season), 'Dog' type engagement gearbox, comp propshaft & rear axle with LSD installed. Upgraded suspension and brakes to cope with the power/torque of the smooth 6 cyl engine and forces of the demanding race circuits. Full cage fitted with seat and harness. Bespoke dashboard, Minilite wheels with appropriate tyres. £70k if built today... **£23,500**

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DISCOVERY 4.0 V8i GS 5 SEAT



2000, £2,899, Automatic, estate 4x4, 4.0 petrol, 5 door, electric windows, power steering, sunroof, abs brakes, tow bar fitted, stereo and cd player, air conditioning, alloy wheels 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

LEXUS

LS600 H SLTR LIMO

2007, 130,000 miles, £12,000, Offers over, Rare, new would cost £90,000, v8 hybrid, 445 BHP, Lexus service, air suspension, 4 wheel drive, leather massage, DVD, 4 seats, new exhaust, wheels, tyres, windscreen, MoT Oct 2020, special no. plate 07501 950414, Croydon

LONDON TAXI

TAXI TX2



2005, £6,750, Finished in Black with superb interior, wheel chair access, automatic, seven seater cab very rare, 1 private owner, low miles, full taxi history, handbook, difficult to find another like this one. 01322 669081, 07836 250222, www.peterjarvis.net, Kent (T)

TX2



2004, £5,750, Finished in metallic silver grey with superb interior, sliding glass divider, fold down seats, wheel chair access, stereo, power windows, automatic, power steering, garaged from new, drives excellent. 01322 669081, 07836 250222, www.peterjarvis.net, Kent (T)

LOTUS

ELAN



1969, 9000 miles, £26500, Special edition, sits on galvanised Lotus replacement chassis, previous body-off restoration, very original specification, original service book, runs. 07766 562450, Gatley

MADISON

GT



1987, 5108 miles, £8495, Ford based, chassis is well protected and in new condition, mechanically sound, currently registered in the Republic of Ireland, easily detachable tow bar. 00353 833251361, Glenamaddy

MAZDA

MX-5 - EUNOS ROADSTER



1989, £2,995, ovno, imported to the UK in 2003. Very good bodywork, new hood fitted Dec 2017, Cobalt sport exhaust. many other upgrades. 104,500 kms (app 65000 miles) MoT to Jan 2021. 07973 144060, North Kent

MX-5



2000, 77000 miles, £1495, With matching hardtop, 1.6 petrol, MoT till 8/7/2020, comes with hardtop cover and hangers, not mint but in good condition, please call for more information. 07811 462244, Penrhyndeudraeth

MX-5



1991, 63500 miles, £2600, Very rare, complete re-spray, 4x new tyres with 17" refurbished wheels, new brakes all round, fully serviced, electric windows (need attention) hard/soft top. 01268 762512, Wickford

MERCEDES-BENZ

SLK 320 CONVERTIBLE

2001, 133,500 miles, £1,395, ono, 2 lady owners black with full leather, 14 service 6 speed all electric inc. folding top.2 keys, AMG alloys, MoT july. Very fast & grab a bargain before the sun appears! Please phone not good at email 07791 611072, Gloucestershire

350SL



2005, 37,000 miles, £8,995, 350sl convertible with history, tellurium silverblue coachwork grey leather interior, satnav, absolute stunning car £8995 07831 409333, Essex

E220CE



1995, 96,000 miles, £2,950, ono, Outstanding pillar-less coupe, bills for 17 services, many expensive extras and Thatcham alarm. Underbody inspection possible. A delightful vehicle in excellent condition needing nothing to drive away 07931 357630, West Yorkshire

200E



1989, 206,000 miles, £2,000, Auto, white/black, MoT 2021, no advisories, must sell, too many cars 01543 673286, Staffordshire

300SL 88



1988, 66,000 miles, £48,750, Finished in gleaming signal red, as new, beige interior, hard and soft tops, automatic, power steering, ABS brakes, alloys, stereo system, power windows, superb condition throughout 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

350SL



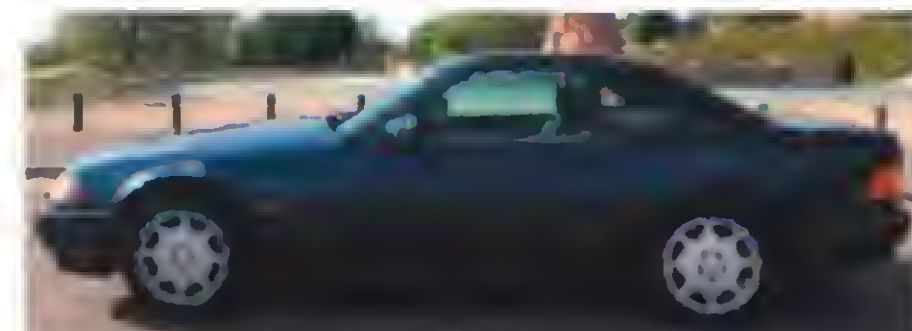
1980, 45,000 miles, £35,750, Finished in glacier white with tan hide interior, headrests, hard and soft tops, tinted glass, power windows, power steering, automatic, factory alloys, all old MoT's/invoices, recent full service 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

BENZ SLK



2004, 76,000 miles, Automatic, power steering, power steering, cruise control, heated seats, air conditioning, stereo and cd player, abs brakes, will come with a new MoT 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

SL280



1995, 77,000 miles, £6,250, ono, convertible, hardtop included, full Mercedes service history 8 months MoT, electric seats, invoices, drives superb, well maintained car, tel 07738 771398, Leicestershire



1989 LOTUS ESPRIT TURBO PRICE £19,995 (T) TEL 07761 549454 (LANCS)

Red with Black leather trim, lift out sunroof, well maintained, 12 months MoT, a very nice car, handbook, spare keys, (Trade). www.ah-classic-cars.co.uk (SC 2909)



1973 MERCEDES-BENZ 350SL CONVERTIBLE AUTO MILEAGE 95,380 PRICE £15,950 TEL 01514 267709 (MERSEYSIDE)

Body Dark Blue, hard top Light Blue, interior mid Blue, with head rests, brand new hood, new water pump, very good condition all round, good reason for sale. (SC 2902)

500L



2000, 58,000 miles, £4,500, ono, Blue black, W reg, auto, top spec for the model including television, full leather, bought for daughter's wedding 15 years ago, used only 3 times after, garaged, MoT September 07720 272000, South Yorkshire

230 CE



1984, 118,700 miles, £9,250, ono, Fitted with a rare 5-speed manual gearbox, champagne gold, cloth interior, elec sunroof, 2 previous owners. Very good condition with extensive history. Many new parts fitted over the past few years. 07760 172135, South West (Bath)

SL-CLASS



1989, 67000 miles, £39995, Hard and soft top, owned this car for the last 24 years, summer use only, full Mercedes service history, recent new radiator, excellent condition. 01482 329045, Hull

SLK-CLASS



2001, 28000 miles, £5995, Immaculate condition, full Mercedes service history, been in my ownership for the last 12 years, only used in summer, special order interior, large history file. 01482 329045, Hull

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SL-CLASS



2008, 89000 miles, £18500, Excellent condition, £1800 spent in the last 18 months, 517 bhp, please call for more information. 07860 383357, Otley

500



1984, 88606 miles, £10699, In the family since new, full service history, Mercedes-Benz Club valuation £10,300, paint work needs some attention, please call for more details. 01737 645348, Merstham

350



1973, 95380 miles, £15950, Hard top light blue, interior mid blue, with head rests, brand new hood, new water pump, very good condition all round, good reason for sale. 01514 267709, Rainhill

320



2003, 33000 miles, £4500, Beautiful, two owners. Luxurious cream leather, walnut dash and steering wheel, MoT valid until September 2020, drives beautifully, full service history. 07808 033220, Tunbridge Wells

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JAGUAR MKV SALOON - 3.5 6 CYLINDER MANUAL - 8/9/1950 - COVERED 57K MILES BELIEVED GENUINE - FINISHED IN BLACK & CLARET COACHWORKS WITH RED HIDE INTERIOR - **£49,950**



JAGUAR E TYPE 4.2 SERIES 2 ROADSTER 1969 - FULLY DOCUMENTED RESTORATION COMPLETED - 0 MILES SINCE RESTORATION COMPLETED - FINISHED IN OLD ENGLISH WHITE WITH BLACK HOOD & CONTRASTING BLACK HIDE INTERIOR COMES COMPLETE WITH BLACK BERMUDA HARD TOP - STUNNING **£124,950**



JAGUAR XJS-C V12 5343CC CABRIOLET - TARGA AUTO LHD - 1988 - COVERED 14K KLM / 7K MILES FROM NEW WITH 1 OVERSEAS OWNER FROM NEW (JAPAN) - FINISHED IN TALISMAN SILVER WITH BLACK HOOD & HOOD COVER WITH CONTRASTING WARM CHARCOAL HIDE INTERIOR - **£39,995**



JAGUAR XJS 4.0 AUTO - (JUNE) 1992 COVERED 34K MILES FROM NEW WITH 1 OVERSEAS (JAPAN) OWNER FROM NEW - FINISHED IN REGENCY RED MICA METALLIC WITH COTSWOLD TWEED INTERIOR - **£19,995 - CHOICE OF 3**



JAGUAR XJ6 EXECUTIVE 3.0 LTR V6 AUTO 2006 - COVERED 30K MILES FROM NEW WITH 1 OVERSEAS OWNER FROM NEW (JAPAN) - FINISHED IN METALLIC MIDNIGHT BLACK WITH CHAMPAGNE LEATHER INTERIOR - **£10,995**



JAGUAR X TYPE 2.5 2002 - COVERED 12K MILES / 20K KLM WITH 1 OVERSEAS OWNER FROM NEW (JAPAN) - FINISHED IN PACIFIC BLUE PEARL - METALLIC WITH CONTRASTING DOVE HIDE INTERIOR - **£6,995**



JAGUAR S-TYPE 2005 - 2.5 LTR AUTO - COVERED 21K MILES FROM NEW WITH 1 OVERSEAS OWNER FROM NEW (JAPAN) - FINISHED IN PLATINUM METALLIC SILVER WITH BARLEY HIDE INTERIOR - **£7,995 - CHOICE OF 4**



MERCEDES CL 500 AUTO 2002 - COVERED 24K MILES FROM NEW WITH 1 OVERSEAS OWNER (JAPAN) FROM NEW - FINISHED IN METALLIC DESERT SILVER WITH CREAM BEIGE HIDE INTERIOR - **£9,995**



CHEVROLET CAMARO 3800CC AUTO - 1997 - COVERED 11,900 MILES FROM NEW WITH 1 OVERSEAS OWNER FROM NEW (JAPAN) FINISHED IN WHITE WITH GREY INTERIOR - STUNNING CAR - **£7,995**



TRIUMPH SPITFIRE 1500CC - 1981 - COVERED 63K MILES FROM NEW - FINISHED IN ITS ORIGINAL PAINT VERMILLION (EXCELLENT) WITH CONTRASTING BLACK INTERIOR - **£9,995**



AUSTIN METRO CITY X 998CC - 1985 - COVERED 23K MILES FROM NEW - FINISHED IN ARUM WHITE WITH CHOCOLATE INTERIOR - TOTALLY ORIGINAL UNRESTORED CONDITION - **£3,995**

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Jensen Interceptor Convertible, 1952, One of only a few ever made, 4 litre, manual, with Rally history, Outstanding original condition £69,950



1977 Aston Martin V8 Series III S Spec Supplied by Aston Martin Sales of Mayfair, The 'S' Specification was announced in 1977 as a production line change with identification by a 'S' suffix on both the engine and chassis numbers. The revised specification known as 'First Stage Vantage Engine Tune' came with improved Valves, Camshafts, Carburettors, Vantage Exhaust System and Suspension improvements all of which delivered a quieter, faster, and a more economical ultimate Series 3, it definitely feels that they enhance a good car even more. This car chassis number V8/11734/RCA5 Engine Number V/580/1734/S has some lovely features including electric windows/Walnut dash/automatic transmission/air-conditioning/stainless steel exhaust/new tyres/factory fitted electric sunroof a quite rare option. The engine transmission and mechanicals have been reworked further to make quite a potent driving machine Viewing Welcome **£165,000**



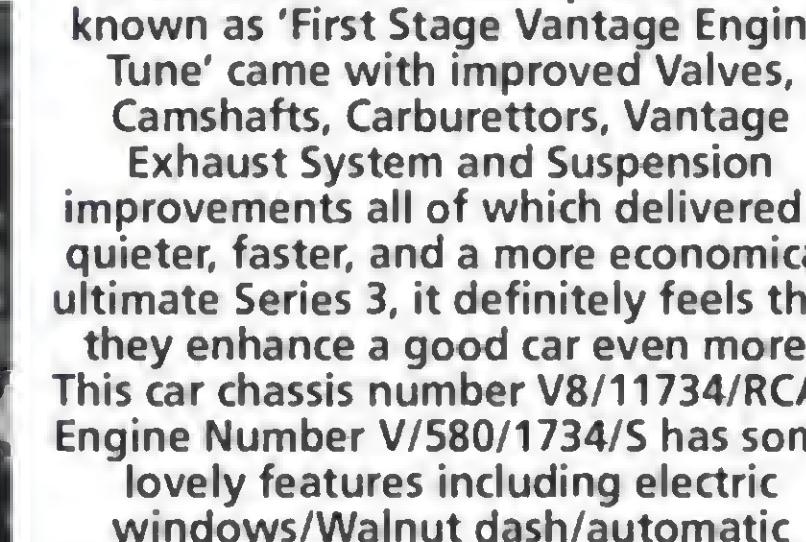
Jaguar XJ6 1969 Series 1, 2.8 Auto, Starts and Drives well, Good brakes and steering, MOT ran out a while ago, Silver with Red Leather, in need of restoration £2950



Datsun 240Z LHD, rare Auto. This is in excellent condition £18,450



Rolls Royce 25/30 Limousine, 1936, Excellent condition, Ideal Wedding car, Ready to work, Non-original engine £29,750



Citroen DS 2.0 D super, 1971 UK RHD, 3 keepers from new, Looks and Drives very well, Tax and MOT Exempt, however it is MOT'd £10,750



Citroen DS 2.0 D super, 1971 UK RHD, 3 keepers from new, Looks and Drives very well, Tax and MOT Exempt, however it is MOT'd £10,750



Jaguar MK 9, Two tone, in nice condition, needs some restoration £9750 No offers



Citroen DS21 LHD, in nice condition throughout, been well maintained, 2 owners from new £12,750



Alfa Romeo Spider 2.0, 1989, in excellent condition throughout £6750 No offers



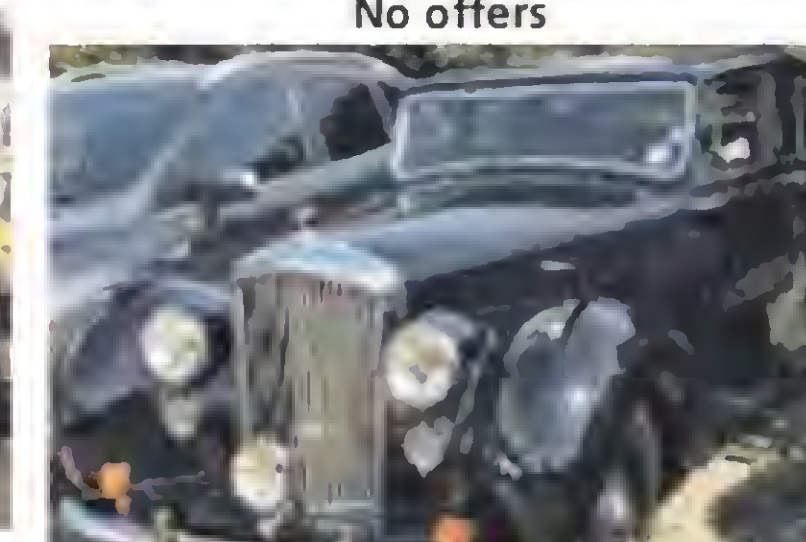
Citroen Traction LHD, good condition throughout £12,750



Ferrari Dino 308 GT4 in excellent condition throughout, £39,450 P/Ex Welcome



Rolls Royce 1926 Limousine, 20HP, in Outstanding condition, £44,500



Bentley Aluminium Sports Saloon, 1949, Only 25 were built, £29,750



Jag MK 2 Big bumper, 3.4 in Red with tan interior. Makers oil pressure, very original. £14,950 delivery possible



Bentley Continental GT, 2004, was owned by Jack Barclay's accountant. It's only just reached 50k miles. Full service history from new £19,950 No offers



Porsche 944 S2, 3.0, 5 speed, Metallic Silver, unmarked paintwork, Full black leather interior, Excellent Condition, Factory sunroof, Excellent Service History £6750 No offers



Ferrari 355 re-creation from rare MR2 turbo, very quick in good condition £950 No offers

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1964 Hillman Super Minx, Previous show winner, Absolutely stunning throughout, Detailed underside, stainless exhaust, Really lovely car. Please call for more details £8995



1961 Vanden Plas Princess 3 Litre, Black/Sherwood green, column change manual/overdrive, Mot tested June 2020 £6995



1953 Morris Minor Split Screen, 4 dr, Clarendon grey/red trim, Superb original condition, Just arrived and awaiting preparation £6950



1966 Morris Minor 1000 Canterbury Convertible, Old English white/red trim, Body restored in 2009, Lovely looking car, New mot £8995



1970 Morris Minor Traveller, Almond green, 87000 miles, ovely looking car, MoT tested until May 2020 £8995



1955 Ford Popular 103 E, Rare Winchester blue, Comes with extensive history, Original number, Seat belts & indicators fitted, Very nice example that drives superbly. Please call for more details £5750



1965 MG Midget 1275, Tartan red, Fully restored in the 1990s and in stunning condition, Reconditioned Ivor Searle unleaded spec engine just fitted, Complete with hardtop, Large history file, Lovely car throughout POA



1960 Austin A55 Cambridge, Original black/red trim, 53500 miles, Never been welded. Superbly presented throughout. New mot on completion £7950

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WANTED MGB GT V8 factory built. Any condition considered Please call: 07761 549454



1982, 112735 miles, £5495, Lovely modern classic, MoT up to 9th October (Passed with no advisory issues), will become tax & MoT exempt in 2 years time (March 2022), very reliable. 079574 47240, Harrow

MG

B GT V8



1974, 98,000 miles, £20,950, Factory car in Excellent Condition. Gearbox just re-built, new clutch & overdrive. Pristine interior and paintwork, new windscreen & HRW. Original wheels. No Sunroof. Consider 4-seat classic in P/X. 01752 851217, South West

BGT



1968, 95 miles, Open to offers, Manual, total ground up rebuild, receipts for £15,500 for your inspection, including engine, g/box, new o/d, new s/steel exhaust + much more, any realistic offer, call before 9pm 01939 235734, Shropshire

BGT



1972, 66,000 miles, £4,995, or best offer, automatic, sprayed champagne gold, excellent gearbox and steering, servo fitted, tax and MoT exempt, sunroof, dark blue leather interior, seat belts, used regularly at shows, reducing collection 01202 892887, 07971 048682, Ringwood



1968, 97,000 miles, £23,995, Finished in tartan red with black leather, has the larger 6 cylinders 2912cc engine, tinted glass, chrome bumpers, motolita woodrim steering wheel 01202 709407, Dorset (T) www.panoramabay.co.uk

MGB ROADSTER



1977, 42,840 miles, £11,600, a beautiful low mileage car with heritage cert overdrive rollover bar 3 point clubman harness Moto-Lita steering wheel and many uprated parts for full list ring 01980 635033, 07849 016907, Wiltshire

TF

2002, 10,000 miles, £5,500, Grey, manual, immaculate cond, uprated brakes, engine bay struts, chrome hoops, reverse sensors, running lights, s/s exhaust, new battery, timing belt done, private plate not included 07903 821222, Lancashire

TF LE 500



2009, 21,000 miles, £5,995, MG TF LE500 No 10 of 500,FSH 6stamps last including cambelt. Recent discs / pads and tyres. With hard top,2 previous owners and in excellent condition throughout. 07792 231441, Cornwall

B GT



1974, 87,000 miles, £8,495, Finished in vermilion red with black trim, overdrive and chrome bumpers, good condition 01202 709407, Dorset (T) www.panoramabay.co.uk

MIDGET



1981, 2,600 miles, £10,995, Finished in black with black trim, 26000 miles from new 01202 709407, Dorset (T) www.panoramabay.co.uk



1959, 999 miles, £45000, Race car with FIA HTP, hugely successful, historic, built as new in 2014, multiple race and class wins, currently fitted with new 1850cc sealed engine. 07703 525024, Leavenheath



1971, 33000 miles, £19995, Stage two, 2.1 balanced engine, HS6 carbs manifold, 3 inch stainless exhaust, complete new interior and repaint, chrome wire, working overdrive, new tyres. 07850 781667, Chelmsford



1981, 85000 miles, £6950, Nice looking car, VGC, been in storage for a couple of years & requires light restoration, engine runs well, interior in good condition, SORN. 07708 754321, Clapham

TD



1953, 90786 miles, £22500, Owned by the same family for over 30 years, in good condition, ready for a new owner to enjoy this summer, been well maintained by MG Specialist workshops. 01579 351034, Callington

B GT



1979, 95000 miles, £7950, 2 owner car (original MG owners club car for over 35 years), in excellent condition, floors and sills are all in very good condition, original interior, MoT Sept 20. 07885985466, Coventry



1967, £9750, Beautiful condition, 30 year history. Superb engine, gearbox, overdrive. Tonneau, S/S exhaust, period radio, Moto-Lita wheel, new clutch. 01932 953435

B GT



1979, 54800 miles, £5995, Tax and MoT exempt, 4 previous owners, extensive 98 page history file, was garaged in a sealed dehumidified garage for 28 years of its life, rust free. 07721 384573, Nottingham

B GT

1972, 66400 miles, £4995, Excellent gearbox and steering, servo fitted, sunroof, mileage not documented, some history, very tidy interior in dark blue leather, tax and MoT exempt. 07971 048682, Ringwood



1970 MORRIS MINOR 1000 2-DOOR PRICE £3250 TEL 07895 675851 (SOMERSET)

H reg, Damson Red, Orange plastic seats, MoT and tax exempt, always garaged, original showroom brochure. (SC 2903)



MORRIS MINOR 948CC MILEAGE 89,000 PRICE £5499 (T) TEL 07545 703474 OR 02380 766870 (SOUTHAMPTON)

Spent a short time in storage, 4 new tyres, new front windscreen rubbers, alternator fitted, also some new parts fitted, drives well for age, www.kinsonmotorcompany.co.uk (Trade). (SC 2910)

A 1500 COUPE



1958, £22,500, Immaculate throughout, total restoration 2018, engine rebuild, new loom, headlights, alternator, battery, carpets, tyre etc, large history file, black leather, MoT Nov 20, superb drive, under sealed 07768 984787, Thetford

B ROADSTER



1967, £12,000, ono, Beautiful condition, 30 year history. Superb engine, gearbox, overdrive. Tonneau, S/S exhaust, period radio, Moto-Lita wheel, new clutch, Yokohama tyres etc. 01932 953435, 07710 393864, Surrey

MINI

ITALIAN JOB



1993, 115,000 miles, £3,650, ono, Rover model, recent MoT, some history, bills & MoTs. 07788 474548, Portsmouth

MARK I



1966, 72724 miles, £9950, Body work in excellent condition, interior needs a little restoration, mechanically runs well and perfectly usable, had continuous MoT until Nov 2018. 07801 871630, Abergavenny

CLUBMAN



1981, 9013 miles, £16500, Fast road spec, unique hand built vehicle, head turner, fantastic performance, undergone a full body restoration, interior has been restored. 07740 918255, Old Sarum

COOPER



2003, 120000 miles, £4395, Fitted with a huge options list, leather interior seats and trim, totally refreshed mechanically, remote central locking, adjustable steering column, carpet mats. 07775 995098, Chalgrove

SPRITE



1993, 41000 miles, £5250, 1 year MoT, service history, good condition, new rear sunshine frame, Mini owners hand book, please call for more information. 01458 210129, Ashcott

MORGAN

2 SEATER



1983, £15,950, Ford 1600cc engine, lots of history and extras including blue leather seats and headrests, wire wheels, high performance exhaust manifold, rollbar etc, colour is ICI Golden Yellow, MoT. 01564 779746, 07719 995514, www.bobsaffordableclassics.co.uk, West Mids (T)

PLUS 8



1997, 6000 miles, £35995, Immaculate, has had a full service, ready to be enjoyed, walnut dash, chrome wheels, tyres like new, spare wheel cover, matching roof cloths like new, lovely. 07936 229731, Albee

PLUS 8



1978, 35451 miles, £35750, Cream leather interior, MoT'd September 2020, Offenhauser manifold, sports exhaust, new clutch, new brakes, any inspection welcome. 07786 088411, Motherwell

MORRIS

MINOR



1954, 31,000 miles, £8,995, ono, Four door saloon in black. Fully restored in 2016 with photographic evidence to high standard, one former keeper,original registration, logbook and handbook present. Full service/MoT. Drives perfect. 07710 670442, Manchester

SER 2 MINOR



1954, £11,000, ovno, Rust free original body and interior every mechanical part is new large history file please phone for full details to much to list this car is brand new mechanically, engine alone cost £3000, 01279 734789, Essex

1000 MINOR 2 DR SALOON



1959, 6,243 miles, £4,500, Manual, 948cc, black w/ metal sunvisor, new fuel pump exhaust rear tyres plus lots more, very good condition inside & out, lovely car to drive 01749 675127, Somerset

8 SE 918CC



1948, 52,000 miles, £6,999, Very tidy and the inside has great patina px possible 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

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1992 MAZDA MX5 Mk1 EUNOS very good in black with tan leather interior, recent cambelt, sweet engine, s/s luggage rack, superb drive, valuable registration..... **£3,450**



1971 MORRIS MARINA 1.8S timewarp unwelded condition, sweet engine, teal blue with limeflower interior, low mileage, history, recent brakes, manuals..... **£4,950**



1973 TRIUMPH STAG Mk2 lovely in Sapphire Blue, excellent interior, bare metal re-spray, manual with overdrive, s/s exhaust, running beautifully with MOT, hardtop available...**£14,950**



1960 VOLVO 122S very good throughout, rebuilt B16 engine, lovely interior, recent carbs rebuild and MOT, spares.....**£7,950**



1931 AUSTIN SEVEN BOX SALOON long wheelbase example is sound with nice patina, retrimmed, engine rebuilt in 2015, drives and stops well, some history.....**£7,950**



1956 FORD PREFECT 100E attractive starter classic, runs well, tidy body, very good interior, recent clutch hydraulics, extras include sun visor, spot lights etc, some history.....**£4,950**



1988 FORD SIERRA 1.8LX timewarp car in excellent condition, great bodywork, lovely interior, possible low mileage, recent cambelt and waterpump, MOT.....**£2,950**



1985 BMW 320i BAUR CABRIOLET restored in 2018, brakes and suspension overhauled at same time, good service history, recent DAB radio.....**£3,950**



1977 LAND ROVER SERIES 3 very tidy straight example, sound with very good paint, excellent interior, running well, nice reg., V5C.....**£9,750**



1975 TRIUMPH TR6 lovely in French Blue, restored by Rawles Motorsport, excellent body, paint, interior, and hood, hardtop available, extensive history.....**£19,950**

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1961 HILLMAN MINX

ENGINE 1494cc/4-cyl/OHV **POWER** 49bhp@4400rpm **TORQUE** 78lb ft@2100rpm
MAXIMUM SPEED 82mph **0-60MPH** 26sec **FUEL CONSUMPTION** 24-30mpg
TRANSMISSION RWD, four-speed manual **MOT** 12 months from sale **ODOMETER** 32,727 miles

WHAT'S IT LIKE TO DRIVE?

This 'Audax' Hillman is loaded with period charm, yet feels surprisingly agile on the road. The steering has very little play and the car feels rock-steady. There's enough acceleration to keep up with modern traffic, and the car is more than happy to cruise at 60mph. The notchy gearchange is a cinch to use, the clutch is light and the brakes are up to the task, bringing the car to a halt promptly without any pulling to either side. In short, most people would probably be surprised at how driveable this car is.

BODYWORK CHECK

There doesn't seem to be a drop of paint on this car that wasn't there when it left the Rootes factory, and the green coachwork has survived remarkably well. The car looks extremely sound underneath, the door bottoms are excellent and there are no serious dents or ripples anywhere on the car. There are some tiny surface rust patches on the car's flanks – which are a result of storage rather than neglect – plus an honest scrape on the offside rear wing, but none of this

EXTERIOR

Great original condition
Minor surface rust

INTERIOR

Wonderful and original
MECHANICALS
Runs well, but not much history

detracts from the car's overall appearance. You could respray the car to produce a show-winner, but that would be a shame, given its originality. The chrome is in generally good order, as are the wheels, tyres and glass.

HOW'S THE INTERIOR?

It's a 1961 dream in here; the seats and headlining are absolutely as new. All of the dashboard instruments gleam and everything appears to work as it should. The big steering wheel is in pristine order, the door trims are unmarked and the carpets, while slightly faded, are again in good condition. The pedant may choose to point out that the edging around the driver's door shut is worn, but

that really is the sum total of the major flaws in here.

UNDER THE BONNET

Again it's a happy situation. The engine and transmission appear to run extremely well and there are no overheating or leakage problems. The fluids are all topped up and look clean and there's no rot anywhere in the engine bay. All the wiring and pipework looks good and there are no obvious problems with the suspension. However, a closer look under the bonnet does reveal one omission – there's no heater fitted.

THE CCW VIEW

This really is a lovely car that marque aficionados will find difficult to resist. Its appeal lies mainly in the fact that Rootes cars of this era seem to be positively loaded with charm, but it's extremely usable, too. It isn't perfect and doesn't have a vast service history, but its general condition speaks for itself and it's original right down to the Hills numberplates. One, perhaps, to preserve as it is rather than over-restoring it. The price is tempting, too.

Nick Larkin

- ✓ **PROS** Original unmolested charm, low mileage, price
- ✗ **CONS** Imperfect body/paint, no heater



No issues in here, apart from the lack of a heater.



Engine bay is tidy, but there's not a lot of history.

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MINOR 948CC



89,000 miles, £5,499, 4 New Wheel cylinders, water pump and by pass hose, nearside genuine front wing, 4 new tyres, new front windscreen rubbers, alternator fitted. Also some more new parts fitted, drives well for his age 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

MINOR TRAVELLER



1970, Dry stored since 2016, serviced, MoT Feb 2021 (not needed), new chrome bumpers, light rims, tyres. Seats restored, recon g/box. Good & useable, good wood no soft areas, drives very well, could deliver 07939 264653, Hampshire

8 SERIES 1



1937, 6,426 miles, £5,995, 4 door, lovely little car, advert from 2001, says the car was restored/refurbished, was running ok when last used, has been garaged and not used for the last 2 years 07757 519475, Norfolk

MINOR 1000



1964, 30,472 miles, £4,999, Work Includes 4 new steel wings, 4 doors and boot lid, alternator and servo fitted 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

MINI



1975, 52000 miles, £9450, Spanish built, one of only 5000 built and one of the rarest, numbers match in great usable condition, floor original and solid, panels are very good as is paintwork. 07768 100600, Shepperton

MINOR



1970, £3250, H reg, orange plastic seats, MoT and tax exempt, always garaged, original showroom brochure, please call for more information. 07895 675851, Hinton Saint George

MINOR



1964, 100000 miles, £3800, Original Powder Blue leather interior in very good condition, regularly maintained, had a reconditioned engine fitted several years back, new battery, runs beautifully. 07834 185419, Halstead

MINOR



1932, £13000, Superb, is still in very presentable condition with lovely patina, very rare, looks very attractive, an eye catcher, runs well, would make a first time classic. 01747 852754, Motcombe

MINOR SERIES II CONVERTIBLE



1956, £9,250, ono, White with black hood, white leather interior, red carpets. 1275cc twin carb engine. Starts 1st time, runs well. Garaged in carcoon. Very good condition. 07885 786688, West Sussex

NG

TC 1800



1972, 6,635 miles, £8,500, Beautiful sports car. Tartan red over black. Original reg. Many new parts: 15" spokes, springs, alternator, radiator, hubs. Current MoT. Carefully maintained over 20 years. 07802 812124, 07802 812124, Glasgow

TC V8



£17,500, Stunning Navy Blue coachwork with Polished aluminium bonnet and side panels, beautiful cream interior with blue carpets, Stunning dark wood dashboard with classic cream faced Smiths instruments 01992 827157, 07711 630348, Jersey (T) www.totalheadturners.com

NISSAN

FIGARO



1991, 111,000 miles, £5,250, Auto, really nice condition, excellent body and immaculate interior, runs really well. MoT until August, less than 4k miles PA since new 07831 884788, 01763 289241, Hertfordshire

MICRA 1 LITRE



1993, 3,000 miles, £3,795, Manual, 3 door, 5 speed, all MoTs, new MoT, as new, 3000 miles, photos available, please call for more information 01234 213871, Bedford

MICRA 1.4 ACENTA

106,000 miles, £1,399, 5 door, top of the range, immaculate, 12 months MoT, new clutch & service, please call 01725 552783, Dorset

PEUGEOT

205 COMPETITION

£9,750, Blue/white, sprint/rally cross 2.7 V6 Honda mid engine, triple webbers, 6R4 type exhaust, full cage light weight panels alloys etc new brakes all round including calipers, coil overs all round, no V5 01206 564872, Essex

205 GTI 1.9

1988, 97,500 miles, £5,500, ono, Registered late 88 Dec, reg: F184 GUM, red, full original bodykit, good wheels, good condition, full MoT, any trial 07785 102902, Salford

205



1990, 105000 miles, £7500, Regarded as one of the best hatchbacks ever made, paintwork looks great, glass is in excellent condition, very clean car, HPI clear, 12 months MoT, thousands spent. 07852 868971, Wednesbury

PORSCHE

911



1999, 131,000 miles, £12,500, Open to offers, Carrera 4 convertible. 6 speed manual, all wheel drive. service history. MoT January 2021 07971 245162, Northumberland



1958 MORRIS VAN PRICE £13,500 TEL 01458 274202 (SOMERSET)

White, manual, MoT and tax exempt, fully restored inside and out. (SC 2908)

BOXSTER 3.2S



2000, 44,323 miles, £9,250, Immaculate mint cond, full leather, moth balled past two years MoT Sept 2020, FSH by porsche and specialists, major service @ 43166 miles, £4000 spent, superb, sound investment opportunity 07746 973568, Hertfordshire

944 S2 CABRIOLET



52,000 miles, £11,495, Manual, FSH, very recent new belts (cam, balancers and drive), serviced, all new fluids including clutch and brake, 1 owner 21 years, original unused toolkit, stunning, leather, ready to be used 07870 222653, Surrey

CARRERA GT LHD



2006, 21,063km from new, Basalt Black with Black leather, Just serviced at Porsche Centre, Stuttgart, Outstanding condition Stunning example 0208 8783355, 07850 888880, Kew (T) www.ddclassics.com

911



1977, 65000 miles, £39995, 2.5 year nut and bolt rotisserie, purchased in 2016, restored 2016-19, imported from California so totally rust free, well cared for mechanically, MoT/tax exempt. 07976440110, Solihull

CAYMAN



2006, 69300 miles, £14250, Car has a full service (OPC and independent) history, next service due May 2020 (Minor), everything on car is standard, lots of history with the car. 07730 313333, Weston-on-the-Green

996



2002, 80000 miles, £16955, Lovely original and very well maintained, 3 previous owners, owned since 2013, bills for all repairs and upgrades, all MoTs and services, private reg available. 01756 748715, Gargrave



2000 PORSCHE BOXSTER 3.2.S MILEAGE 44,323 PRICE £8995 TEL 07746 973568 (HERTS)

Immaculate mint condition, with full leather, moth balled past 2 years, MoT Sept 2020, full service history by Porsche and specialists, major service at 43,166 miles, £4,000 spent, superb car, is a sound investment opportunity. (SC 3238)

RELIANT

SCIMITAR SESA OVERDRIVE



1975, 88,250 miles, £4,950, ono, Cream paintwork with original and complete Tan interior. New tyres, radiator and brakes. revived after a decade in storage, now a fine runner to be enjoyed. 07850 728704, Newport South Wales

SCIMITAR



1972, 4843 miles, £8500, Virtually everything replaced, re-conditioned or re-built, well maintained solid classic, comes complete with history file, workshop manual and spares. 07731 301943, Abersoch

RENAULT

8 GORDINI DACIA 1100



1970, 5,800 miles, £1,750, ovno, Lhd complete car, registered in UK, with log book, requires restoration welding floors corroded, bodywork needs attention, chassis is fine, viewings available, could deliver in UK, 07866 659677, Essex

RILEY

1.5



1957, 78,432 miles, £3,500, ono, Manual, 1 owner from new, believed to be an export model, restoration nearly completed, please phone 07731 485405, Norwich

ROLLS-ROYCE

20/25



1935, 19,925 miles, £30,000, ovno, black/burgundy Hoper body, in excellent condition, interior excellent, no splits/rips. Used as wedding car being sold due to bereavement, starts/drives well, viewing recommended 0191 2575325, 07538 667158, Tyne and Wear

SHADOW 2

1980, 84,000 miles, £7,995, ono, Metallic light blue, auto, 12 months MoT, wedding use only, private plated, owned 17 years, sale due to retirement, good condition, drives well, all MoT history. 07860 686304, West Yorkshire

SILVER SPIRIT



1986, 71,000 miles, £9,850, ovno, Original, beautiful example, private plate included, 4 previous owners, 3 keys, full service history, MoT 9/6/2020, original brown RR hand book, wedding vehicle, white wall tyres, excellent cond 07976 566375, Falkirk

SILVER SHADOW



1972, 20,000 miles, £44,950, Full and comprehensive history file, we have been servicing and maintaining it since 1993, in 1994 it won a class win at the RREC national rally and went on to win masterclass and many other awards 01737 844999, Surrey (T) www.rsande.co.uk

20/25



1933, 21500 miles, £26500, Running, in good condition, reconditioned cylinder head, mostly original upholstery, used mainly for weddings, have owned the car for six years. 075701 00566, Crowborough

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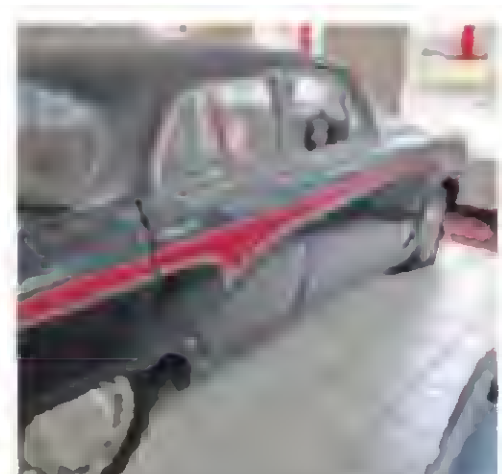
1974 Ford Transit diesel pick up
.....LHD UK registered £4500



Renault car transporter,
full mot £3750



76 VW Devon, elevating roof
£15,750



Austin A95 Westminster 1957,
hard to find now, lovely old car



1979 MG Midget, entry level
classic £2750



1955 Morris Isis
runs and drives well £3450



1932 Morris Minor.....runs and
drives. £6250



1964 Anglia rolling shell lhd.
Missing engine. £2850



1985 Argocat 8x8,
proper off roader £4000



Land Rover
County.
62 plate.
Superb
£27,500



Rolls Royce
Cloud III,
Top Quality
£45,000



Porsche 944 Ventilä.
Lovely motorcar. £9750



1951 Ford Vedette beetle back. Flat
top V8 Project. Very Rare. £3250



1993 Jaguar XJR. A very rare
motor car £3850



Ford Cortina Mk1 2 door
project. Lhd.....uk reg. £4950



1985 Mercedes W123 280TE estate, fabulous
motor car with leather & sunroof £90A



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CHASING CARS

1987 MASERATI BI-TURBO SPYDER ZAGATO

ENGINE 2491cc/V6/OHC **POWER** 192bhp@5800rpm **TORQUE** 220lb ft@3000rpm
MAXIMUM SPEED 135mph **0-60MPH** 7.2sec **FUEL CONSUMPTION** 18-23mpg
TRANSMISSION RWD, five-speed manual **MoT** November 2020 **ODOMETER** 43,223 miles

WHAT'S IT LIKE TO DRIVE?

The glorious twin-turbocharged V6 fires up to a throaty burble that sounds much more like a V8 than a traditional six pot. Acceleration is vivid – there's plenty of torque off-boost, and vast amounts of it when they're lit up. Despite this, it's tractable when just pootling about. The steering is light but accurate, with no slap or wandering. There's a little vibration through the steering wheel, but well within the parameters expected of the breed. Pedal feel is good, with strong, progressive brakes and no tramlining under load. There are no peculiar knocks, vibrations or rattles from the suspension to report. The ZF dogleg gearbox works well, albeit with the customary reluctance to select second when cold, but it soon becomes smooth following extended use.

BODYWORK CHECK

The paintwork is absolutely mint – as befits a concours-winning example such as this. There's not a single blemish anywhere on the exterior and all of the chrome and rubbers are in excellent condition. The usual Biturbo rust traps – around the

EXTERIOR
Perfect paint
Excellent hood

INTERIOR
Everything works
No major blemishes

MECHANICALS
Excellent
provenance

base of the windscreen, below the front grille and along the sills – are absolutely clear of rot. The alloy wheels are undamaged and each wears a well-treaded Dunlop SP Sport 490 tyre.

HOW'S THE INTERIOR?

The interior is almost as immaculate as the exterior. Aside from some time-related creasing in the leather, there is some discolouration (which the vendor is due to sort prior to sale). Otherwise there are no illuminated warning lights on the dashboard and absolutely everything works. The only noticeable blemish is a small chip in the wooden steering wheel. There are no marks or rips in the hood material and it rises and lowers easily.

UNDER THE BONNET

The engine bay continues the immaculate theme – all of the fluids are up to the maximum mark and none show any signs of leaking. There are two large files of receipts, plus the original book packs and brochures. It also comes with a copy of the Brooklands Maserati Cars Performance Portfolio 1982-1998, which stars this very car on its cover. Delve into the paperwork and you'll see regular servicing at marque specialists like Autosshield and McGrath Maserati going back decades. Recent expenditure points to a service and cambelt change in mid-2019 and replacement clutch and slave cylinder in 2018.

THE CCW VIEW

This has to be one of the best – if not *the* best – right-hand drive Maserati Biturbo Spyders on the open market at the moment; the paintwork, provenance and quality of the drive mark it out as being a cut above the rest. The asking price doesn't seem a lot to ask for such a rare slice of exotica, let alone one as good as this.

Nathan Chadwick

- ✓ **PROS** Near-concours condition, performance, price
- ✗ **CONS** Minor vibration through steering wheel



Steering wheel chip aside, it's nigh-on perfect in here.



Startling performance from mellifluous twin-turbo V6.

BUY IT FROM Richard Grace Cars, Old Sealand Road, Sealand, Wales
CH1 6BR. 01244 880825/07734 394699, richardgracecars.co.uk

SILVER SPIRIT



1986, 71000 miles, £9850, Original, beautiful example, private plate being sold with vehicle, 4 previous owners, 3 keys, full service history, MoT 9/6/2020, original brown RR hand book. 07976 566375, Carronsore

ROVER

P6 3500



1974, 98,000 miles, £7,895, ovno, V8 Automatic. Bodywork is immaculate. Starts and runs beautifully, perfect oil pressure and engine temperature and gearbox is nice and smooth. Waxoyled underneath. Interior is acceptable. 07817 729979, Redditch

MINI



1998, 58,000 miles, £5,700, ono, Yukon Grey, auto, Japanese import, air conditioning, all original panels and paintwork, completely rust free, full leather seats, wooden dash and cappings, message for more photos. 07545 601898, Leicester

MINI COOPER

2000, 79,000 miles, £3,000, Anhracite/white, MoT June 20, new rear subframe, rear shocks s/s exhaust, grill bumpers needs body work, please call 07972 571692, Suffolk

75 CONNOISSEUR 1.8

2002, 70,000 miles, £1,795, ono, Gold, manual, gold beige leather/carpets, MoT Feb 21, no advisories, oil service, cam belt/ headgasket upgrade 47K, service history, undersealed, excellent all round 01253 886720, Lancashire

P4 100



1980, 100,000 miles, £7,999, The car was well used and looked after, 28 old MoTs, new recon steering box, new water pump, recently serviced, the vehicle has a good registration number, px possible 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

MINI



1995, 120000 miles, £3000, Bought her as a project, every job done, no expense has been spared, new discs and pads, entire underside was cleaned, treated and coated, all spares with car. 07383 242944, South Normanton

P5



1965, 66328 miles, £11395, Spent many years at a museum with little use but was MoT'd each year, appears to have been renovated in 2015, paintwork is good with no rust showing. 087 2720733, Nenagh

SAAB

9-3 2.0 AERO 2 DOOR



2004, 83,000 miles, £2,999, 4 new tyres fitted, sports aero body styling, larger alloy wheels, plus two tone leather seats. The car is described by the vendor as an exceptionally good looking car that runs and drives very well 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

SINGER

VOGUE



1964, 26,000 miles, £7,500, ono, Recent MoT, never needed renovation, excellent chrome and interior, need a good polish 01564 779746, 07719 995514, west Midlands (T) www.bobsaffordableclassics.co.uk

VOGUE



1963, 66000 miles, £3000, I no longer have room to keep my beloved car, 1592cc, many new parts, receipts kept for work carried out, good runner and in good condition, some TLC to bodywork. 07854 670288, Coverack

SQUIRE

ROADSTER



1989, 40,000 miles, £18,950, ono, Rare. One of only ten built by vicarage car company, not a kit car. Cost a ton of money in 89. All alloy body. Weather gear, connolly leather, wilton carpets. 2 litre alfa engine. 5 speed. ss exhaust. rare car. 07984 431221, Derbyshire

SUNBEAM

ALPINE



1960, 1000 miles, £20000, Extremely rare, bare metal professional respect, new chrome wires / tyres and interior, drives extremely well, dry stored for 28 years prior to refurbishment. 07525 752324, Paignton

TOYOTA

CELICA



2004, 96,865 miles, £1,685, ono, manual six speed, MoT June no advisories, taxed, last service May 2019, A really lovely coupe that's been well looked after, will be sorry to see it go. Please phone for more details 07977 211045, Swanage

LANDCRUISER COLORADO



1998, 159,071 miles, £1,750, Manual, MoT till Dec 2020, fair condition. 07901 600259, 01964 527849, Hull

SPORT 800



1968, 74,986 miles, £37,950, Has recently been imported from Japan, in extremely good original condition. needing some slight cosmetic attention to rubber trim seals 01534 864073, Jersey (T)

TRIUMPH

TR6



1973, £15,000, Original RHD Mimosa yellow. heritage certificate present, restoration carried out by the previous owner over a number of years, documented in a comprehensive service history. new bumpers just fitted 07794 568533, Leicestershire

TR4



1963, 3,560 miles, £17,500, ono, LHD within recent mileage, comprehensive, mechanical upgrade rebuild by TR professionals. All bills available in support. All original equipment with vehicle eg seats, bumpers etc. 07931 357630, West Yorkshire

2.5 PI MK1



1969, 17,000 miles, £4,500, Saloon, Pale Blue, off road 28 years, complete restoration project, minimal welding. 07484 915397, Dorset (T)

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GT6 MK II



1969, £5,500, Rebuilt body shell so the hard work done, painted Green but could do with a repaint, mostly complete, V5C. 07484 915397, Dorset (T)

HERALD



1962, £5,000, Yellow/White (Primrose), manual, 1200 saloon, runs well, lots of history, reducing my collection, offers invited, mileage 1988 97700 now showing 34,000. 01460 220747, Somerset

HERALD ESTATE

1966, £5,500, Blue, used most days, lots of service history and receipts/bills, old MoTs, good condition inside & out, close to Bristol 01454 883690, Gloucestershire

TR6



1974, 18,000 miles, £24,950, Ground up restoration, full photo record, receipts in excess of £10,000, twin SU's, 5 speed Triumph box, superb, Kent fast road cam, manual 01761 470607, Bath

TR6



1972, £19,995, Original UK 150 BHP, red with black trim, 5 speed gearbox, drives very well with extractor manifold and overhead linkage kit, will come fully serviced with 12 months MoT 01487 842168, Huntingdon (T) www.tr6.co.uk

TR6



1972, 72000 miles, £16950, A very original and unmolested car, was Ziebarted (rust treatment) from new, remains in sound condition, dry stored for the last 35 years, recent full service, MoT. 07860 361268, Ipswich

GT6



1968, 110000 miles, £14000, Great example, £7000 spent in last 18 months, has current MoT, lots of extras you wouldn't expect, recent full tune, battery voltage gauge added. 07722 247728, Dartford

STAG



1973, 46000 miles, £12750, Very good condition, no visible rust, sounds great, new hoses throughout, lovely to drive, soft top works but a little stiff so light overhaul needed, no hard top. 07943 004312, Dunfermline

TR4A



1965, 1000 miles, £28000, Body off restoration completed 9 months ago, parts bills of over 20k, total engine rebuild, poly bushes all round, major chassis restoration, new floors and sills. 0208 7762089, West Wickham

TR4A



1967, 60000 miles, £18000, Great condition, great paintwork, previous top to bottom restoration, treated and cared for underside body and chassis, no rust or corrosion, starts and drives well. 07990 755224, Buxton

GLORIA



1934, 8000 miles, £29500, Vintage sports car, in nicely patinated condition, traditionally built in alloy and brass, some spares included, regularly MoT'd, MoT till 2nd July (no advisories). 01292 560502, Dalrymple

DOLOMITE



1977, 89000 miles, £4900, Tax and MoT exempt, on the road used as a daily driver, never been welded, solid car, been stored away for years, full engine rebuild, runs/drives lovely. 07834 899621, Manchester

STAG



1977, 51000 miles, £12999, With history, last year the car was recommissioned by me as it was in classic car storage for some years, full service, very nice, presentable condition. 07930 348557, Southend-on-Sea

SPITFIRE



1978, 61,000 miles, £2,000, Offers over, Good condition for the year, simple restoration project, smokes a little and the interior a bit tatty, runs and drives, possible part exchange considered. 07967 718255, Sheffield

TVR

GRIFFITH 500



£23,995, One of the most iconic British sports cars of its time, 2 owners since new, current owner since 1999, only 45818, finished in stunning blue coachwork, cream leather interior, blue mohair roof 01992 827157, 07711 630348, Essex

VAUXHALL

NOVA



1991, £3,995, one previous owner, 22000 miles from new, rare 1400 lux model, original sales info, factory radio, stunning condition, drives like a new car, real time warp condition 07831 798042, Bedfordshire

ASTRA

2003, 38613 miles, £4950, Bertone Edition 100, 2 owners from new, FSH, original bill of sale, all previous tax discs, previous MoTs, looks factory fresh, currently on private number plate. 07969105214, Huddersfield

ASTRA



1995, 54000 miles, £1700, Excellent condition, been very well looked after, full service history, lots and lots of paperwork, 12 months MoT, interior is mint, struggle to find one in this condition. 07475 433883, Northampton

VOLKSWAGEN

GOLF DRIVER



1992, 92,338 miles, £1,200, No offers, Rare model Mk 2, 1.8, Automatic, p/s, s/roof, c/l, e/ front windows, Weber carb, remote alarm, VW alloys, low miles, clean interior, solid bodywork, good runner, will need respray, SORN no MoT. 07786 301887, 07786 301887, Kent

BEETLE

1962, £7,000, Gulf blue, manual, rag top new, restored 1990s, no rust whatsoever, now 12V, English reg, original tax book, needs door & side trim 00 3536733438, Ireland

GOLF



2001, 93,000 miles, £1,600, ovno, 2.0GTI non turbo variant, 1 previous lady owner factory fitted with heated leather, long mot and a solid little car I have changed oil/filters and radiator also fitted 18" alloys and SS exhaust. 07783 942688, 07783 942688, Renfrewshire

WESTFALIA T2 CAMPER



1977, £10,950, or best offer, VW German import, left hand drive, tax and mot exempt, all original interior, nice condition, all brand new tyres and brake calipers, a few small jobs to finish 07810 544599, Solihull

GOLF CABRIOLET



1992, 160000 miles, £6250, Great condition, needs some TLC for the interior, 11 months MoT, taxed and SORN, had this car for 16 years, well looked after, exterior is pretty good. 07391104159, Shenfield

1998 TOYOTA PASEO
MILEAGE 66,000 PRICE £1250 TEL 01501 742141 OR 07760 264711 (W LOTHIAN)

L. Blue, manual, imported new in 1998, 4 new wheels, plus rear shocks, recent full service, slight damage to nearside front wing, a very nice well looked after car (SC 2896)

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1959 Austin Healey BN4 4
Seater 100-6

Beautifully restored to a very
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£ 44 000



1969 Jaguar Daimler V8 (250)
Manual with Overdrive

Matching numbers, Original
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by a top Jaguar
expert.Comes with it's
original tool kit.

£ 27 000



1957 Mercedes Benz Ponton
180 D Pick-Up

An extremley rare vehicle,
less than 50 known to have
survived,Beautifully
restored.Complete portfolio
of restoration pictures
available.

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Africa

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1913 OVERLAND Model 79TE 4-seat tourer, 35hp, 3.5 litres, VCC dated.....	£37,750
1918 BUICK Model E-6-45 4/5 seat tourer, 4 ltr., 2 families owned.....	£21,500
1920 VAUXHALL D-type tourer, super car with good history, 4 litres.....	£58,000
1921 SUNBEAM 24 hp limousine by Cunard.....	£57,500
1922 STANDARD SLO 2-seat tourer with dickey seat.....	£12,500
1923 CADILLAC V8 Town Sedan.....	£30,000
1923 SUNBEAM 14 hp 4-seat tourer.....	£30,000
1924 ALVIS 12/50 SB open 2-seat ducks back replica.....	£25,000
1924 RENAULT NN Berline, Light car eligible.....	£14,950
1925 MORRIS Oxford "Bullnose" 2-seat tourer & dickey.....	£15,500
1925 SUNBEAM 14/40 2-seat & dickey.....	£28,000
1926 ALVIS 12/50 TG Ducksback, syncro, right-hand change g/box fitted.....	£35,000
1926 STAR 12/40 Pegasus narrow body sports 2-seat & dickey.....	£34,000
1927 AUSTIN 7 saloon "Top Hat".....	£16,750
1927 CROSSLEY 20.9 tourer.....	£44,000
1927 VAUXHALL R-type 20/60 tourer.....	£34,500
1928 ALVIS 14.75 Beetleback.....	£46,000
1928 FORD Model A tourer, 24 hp, righth-hand drive.....	£16,500
1928 RUGBY Utility, built for export by Durant, bodied on import in S.A.....	£12,500
1928 STAR Eclipse 4/5 seat tourer, restored beautifully, 60+ cruising.....	£45,000
1929 ALVIS 12/50 TG Alvis Mk2 fabric bodied 4-door saloon.....	£27,500
1929 AUSTIN 7 RF fabric saloon, very nicely restored.....	£13,750
1929 HUMBER 9/28 saloon.....	£8,950
1929 MG 18/80 Mk 12-seat tourer & dickey seat.....	£86,000
1929 MORRIS Cowley 2-seat special.....	£15,250
1929 SUNBEAM 16.9 Drophead Coupe by James Young.....	£34,500
1930 CROSSLEY 15.7 hp "deluxe" six-light saloon.....	£20,000
1930 HUMBER 16/50 Imperial 6-light saloon.....	£14,995
1930 ROLLS ROYCE 20/25 Sportsman's saloon by Southern Coach Work.....	£48,000
1932 ALVIS 12/60 TL Beetleback, restored and re-bodied 20 years ago.....	£48,000
1932 AUSTIN 7 RN saloon, 3-speed, scuttle tank.....	£7,250
1932 MORRIS Minor series 1 2-seat tourer, total restoration, superb.....	£15,000
1932 RILEY 9 Holbrook tourer, twin carb., newly rebuilt engine.....	£28,000
1933 ARMSTRONG SIDDELEY Special, Burlington all weather tourer.....	£47,500
1933 AUSTIN 18/6 Carlton saloon.....	£17,250
1933 MORRIS 10 4-door saloon.....	£7,800
1933 SINGER 9 Le Mans, 2-seat sports.....	£22,000
1934 ARMSTRONG SIDDELEY 15 hp Drop-head coupe.....	£32,000
1934 MG PA Midget 2-seat sports, super history and correct.....	£37,500
1934 RILEY 9 Monaco saloon.....	£18,000
1935 ROLLS ROYCE 20/25 Limousine by Park Ward.....	£35,000
1936 AUSTIN 16 York six-light saloon.....	£16,500
1936 RILEY 12/4 Kestrel Sprite saloon.....	£26,500
1937 AUSTIN 7 Ulster Special, road or race, quick car.....	£25,000
1937 AUSTIN 7 Hamblin Special, superb, frustratingly to small for me!.....	£25,000
1937 HUMBER 12 six-light saloon.....	£12,750
1938 AUSTIN 7 Ruby.....	£7,000
1952 BENTLEY Mk VI "Big Bore" Standard Steel Saloon, super condition.....	£36,500
1954 LAND ROVER 86 inch, series I.....	£16,800
1955 ALVIS TC21/100 "Grey Lady" saloon.....	£27,000
1957 AUSTIN A35 race car. Also road registered, Rallied in period.....	£25,000
1957 ROVER P4 60 saloon.....	£6,800
1958 M.G. Magnette ZB 4-door saloon.....	£10,000
1960 MG A 1600 Fixed-head Coupe.....	£22,500
1964 LOTUS CORTINA Mk1 2-door saloon race prepared.....	£40,000
1964 MORRIS Mini Copper race prepared.....	£28,000
1966 JAGUAR Mk II 2.4 saloon, manual, o/drive, new interior.....	£27,500
1967 JAGUAR E-type series 1.5, 4.2 fixed head coupe.....	£80,000
1969 MG C roadster, restored, rebuilt engine (500 mile) lightened balanced.....	£28,500
1971 LOMAX 3-wheeler, Citroen 2CV based open sports car.....	£7,800
1974 LAND ROVER series III, fitted with 90/110 military 2.5 diesel & O/d.....	£7,250
1982 CITROEN CX series I 4-door saloon 2400 injection.....	£6,500
2001 MG F 160 Trophy, 43,000 miles, hardtop, trophy yellow.....	£5,500

COMMERCIAL

1930 LEYLAND Lioness Fire Engine, ex Bristol station, superb.....	£45,000
1930 STAR Flyer V84 flat-bed lorry, 4 liter, 35 hp, 6 cylinder, restored.....	£27,500
1958 LEYLAND Super Tanker "National Benzole" livery, mint.....	£30,000

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CHASING CARS

1991 TOYOTA SUPRA

ENGINE 2954cc/6-cyl/DOHC **POWER** 201bhp@6000rpm **TORQUE** 187lb ft@4800rpm
MAXIMUM SPEED 133mph **0-60MPH** 7.5sec **FUEL CONSUMPTION** 22-36mpg
TRANSMISSION RWD, five-speed manual **MoT** March 2020 **ODOMETER** 61,553 miles

WHAT'S IT LIKE TO DRIVE?

This Supra fires up straight away and the engine is incredibly quiet and refined at tickover, showing good oil pressure, both at idle and under load. The revs do not hunt and the exhaust emits no smoke. It drives exceptionally well and the 3.0-litre engine feels smooth and refined. There are no flat spots when accelerating and the car picks up well in every gear. The gearbox is similarly smooth; the clutch biting point is quite high, with a lot of pedal travel afterwards, but the clutch itself feels strong. The steering is light but well-weighted and delivers ample feel. The brakes work effectively, with no drama.

BODYWORK CHECK

The paint is almost spotless and even the long, sweeping bonnet is mostly unscathed with only a couple of minor touched-in chips present. The wheel arches, door apertures and sills are clean and there is no corrosion. The plastic body trim pieces are undamaged and fit well, and while there is a slight crease at the bottom of the driver's side door, it is hardly noticeable. The underside is clean and tidy and

EXTERIOR
Original, rust-free
Paint has aged well

INTERIOR
Hardly any wear and no
damage

MECHANICALS
Recommissioned with
many new parts
fitted

there is no damage or evidence of any repair work. The original-looking five-spoke alloy wheels are not scuffed or kerbed and the Toledo TL1000 tyres show even wear.

HOW'S THE INTERIOR?

The original contrasting blue cloth interior is immaculate. There is no real wear to any of the interior components and the carpets and footwells are clean and dry. There is no evidence of water ingress in the boot and no moisture or corrosion in the spare wheel well. The dashboard isn't cracked and the door cards and seats are in great condition. The leather steering wheel and gear knob look almost new and the gear stick and handbrake

gaiters are unmarked. All of the electrics work perfectly apart from the cruise control.

UNDER THE BONNET

The car was stored for 18 years before being recommissioned in 2017. Parts fitted include new brake discs, pads and calipers all round, a new radiator and hoses, new front dampers and a fresh battery. All belts were also replaced, along with the windscreen. Any rust was treated and re-sprayed, including both doors and bumpers. The wheels – including the spare – were refurbished and all fluids renewed. The car comes with its original handbooks and service book.

THE CCW VIEW

This particular Toyota Supra may not be as brutal as its forced induction brethren but the big six-cylinder engine is remarkably refined and dependable and still has plenty of power to propel that sleek body along at impressive speeds. It's not cheap, but the low mileage, zero rust and strong mechanicals more than justify the price.

Dale Vinten

✓ **PROS** Recently recommissioned, immaculate interior
✗ **CONS** Cruise control doesn't work, short MoT



Oh-so period interior is in exceptional condition.



Big six-pot has a new radiator, hoses and battery.

BUY IT FROM Thurlby Motors, Mumby Road, Alford, Lincolnshire LN13 9JN
01507 463254, thurlbymotors.com

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PASSAT



2001, 120000 miles, £1995, Grey leather and suede, heated trim, p/s, c/l, e/w, factory alloys, full service history, a long MOT, getting rare now, please call for more information. 07973340442, Epsom

VOLVO

850 T5R



1985, 31,881 miles, £18,900, ovno. One owner electric seats roof windows and mirrors. Full service book, MoTs and original purchase invoice. New cambelt water pump superb original and unspoilt condition must be best available 07446 848447, West Sussex

AMAZON 122S



1966, 62,000 miles, £5,500, or best offer, 4 speed with overdrive pearl white with red interior tow bracket seatbelts good history 62000 miles believed true Tax and Mot exempt in regular use at shows reducing collection 01202 892887, 07971 048682, Ringwood

164E



1973, 96,800 miles, £8,995, The six-cylinder luxury saloon from Volvo was launched at the Geneva Salon exactly 50 years ago, rare items include original fully working Volvo radio, original half moon shape spare fuel canister 01908 270672, 07889 805432, Bucks (T) www.classicmobilia.com

940



1996, 38500 miles, £3500, Exceptionally clean & honest example, five alloys have been refurbished and fitted with new Avon tyres, few age related marks but this car is 99% there. 07970 936787, Willenhall

WOLSELEY

1500



1960, £4,950, Has MoT, a good sound example showing 85000 miles 01564 779746, 07719 995514, west Midlands (T) www.bobsaffordableclassics.co.uk

18/85



1968, £1,500, Landcrab auto, MoT & tax exempt, extensive work recently, engine & g/box rebuild. Could be made more presentable with TLC, was in daily use but now large knocking sound from engine, requires trailer 07428 393587, Kent

HORNET



1931, £29,950, Given a 'body off' restoration including the engine being stripped and rebuilt and much more besides. Rebuilt frame then re skinned with aluminium 01794 390895, Hants/Wilts (T)

15/45 TOURER CONVERTIBLE



1927, 5,800 miles, £10,000, or best offer, imported from Belgium, kept dry in museum, garaged never restored original condition, tax/MoT exempt, no rust suitable for business/weddings, viewings available in Harlow, could deliver anywhere in UK, 07866 659677, Essex

CARAVANS & MOTORHOMES

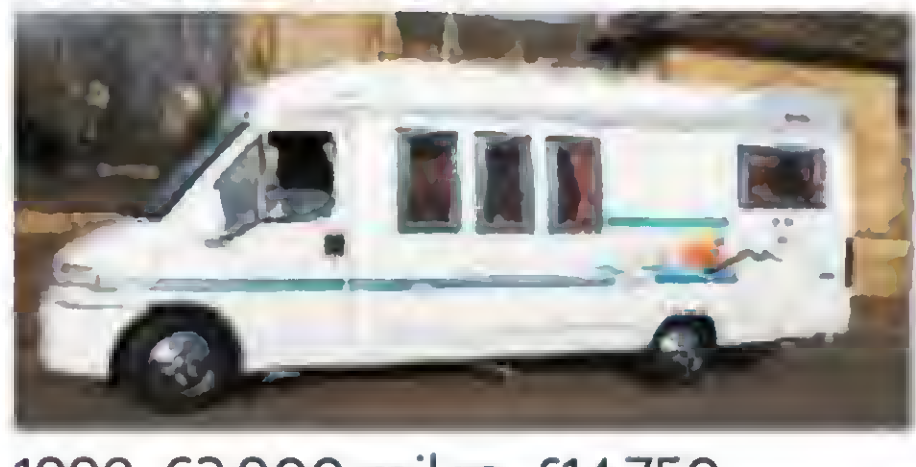
CARAVAN

£950, 1950s Sprite 3 berth caravan, inside still original, generally still good, outside needs painting, stored under cover. 07747 101837, Suffolk

CONWAY TARDIS FOLDING CARAVAN

£500, Cream, 6 berth, 10' long, VGC, will swap for small caravan or box trailer. 07835 747275, Blackpool

PEUGEOT HOBBY 600



1998, 63,900 miles, £14,750, quality German 4-berth motorhome, owned 16 years, over £8000 in extras, lovely condition, any trial, telephone, 07946 465633, Lancashire

COMMERCIAL VEHICLES

BEDFORD ASTRAVAN



1989, 100,420 miles, £1,450, ono, Mk2. Good clean original condition, 1600cc petrol manual, useable classic, 9mths MoT, lost storage, for more info call/text or 07570 025288, Sevenoaks

CHEVROLET 3800 PICKUP



1951, £7,000, Open to offers, Runs but has cracked block, long wheel base, unrestored & original, vosa cleared, not yet registered in UK 07866 031149, Bedfordshire

FORD ESCORT VAN



2000, £1,650, ono, Manual, owned for 10 years, well looked after, VGC, full body respray, complete with full roof rack & tow bar, comes complete w/ replacement engine, spare steering wheel & 2 new tyres, viewing welcome 01298 872183, Derbyshire

FORD TRANSIT MK1



1972, £2,750, 2 ltr petrol pinto engine body work good, but would need respray underneath, very good, registered as camper, can deliver 07759 929222, Durham

LDV 400 CONVOY



2001, 56,000 miles, £1,275, Manual, crewcab pickup recovery, MoT, petrol, runs and drives great. Ideal to carry classic cars to show, tidy truck 07759 929222, Durham

NISSAN VANNETTE



1989, £400, No offers, rare van for restoration runs and drives will need recommissioning, it will need welding, failed the last test on welding, just haven't got time to repair. 07837 985973, 01905 830434, Worcestershire

PEUGEOT 19 VAN



1982, 124,895 miles, £3,500, ovno, 2.1 diesel 4 speed panel van, rare factory sliders, lhd, UK registered, MoT'd. Many new part, runs very well. Original unwelded example. 6' high in rear, perfect camper traders van - 60+ Photos 07889 331693, Leicestershire

KIT CARS

AUSTIN MINI SCAMP MKII

1974, £1,750, ovno, Fitted later engine, pepper pot alloy wheels, good tyres. Properly registered 'M' suffix. Tax & MoT free. Some spares. Quite rare needs tlc. 01580 211376, Kent

MOTORCYCLES & SCOOTERS

AIS 650 CSR



1959, £6,250, ono, Great looking, single downtube, V5C, low compression pistons, easy starter, very glamorous, original 6v lighting, Lucas K2F, magneto ignition, chrome steel guards, some paperwork, reluctant sale. 01536 515851, Northamptonshire

BSA A7 SHOOTING STAR 500CC



1958, £4,900, Total restoration 8 years ago, done 5,000mls since, been on a SORN for 4 years, no longer fit to ride, nice all round bike just needs battery, featured in Mick Walkers, twins book.. 01294 833320, 07402 405111, Saltcoats

BSA BANTAM 175



£2,300, ono, good condition with v5. 07816 561852, 01740 623765, Brigg house

HARLEY DAVIDSON HERITAGE SOFTAIL ANNIVERSARY MODEL



2003, 15,500 miles, £7,950, Stage 1 tuned, £4000 worth of extras, excellent condition, part exchange for R75/80 must be fairly low mileage and good condition. 07761 056655, Yorkshire

HONDA CG125

2004, £950, Model in excellent working order/condition with MoT to Nov 20, handbook, 2 sets keys. 07504 327299, Devon

KAWASAKI ER 500CC



1999, 23,000 miles, £995, Lovely bike, including screen, engine bars and top box. Owned 3 years, great commuter or tourer, some clothing etc included, MoT August 2020, delivery possible for cost. 01743 860362, Shropshire

MZ SPRINT HILL CLIMB RACING BIKE S 250CC



£2,300, I have 2mz sprint bikes and spare engines tank etc. 07816 561852, 01740 623765, Brigg house

ROYAL ENFIELD 350 BULLIT



1956, 20 miles, £2,200, ovno, Tin work very good alloy casings sound and polished no broken fins on cylinder or head chrome could be better paintwork on tank has reacted to something easy starter ready to ride, 07714 410414, Staffordshire

ROYAL ENFIELD 500 BULLET ELECTRA

2005, 7,400 miles, £2,500, Electric Start, metallic red, back rack, front disc brake, low mileage, never seen rain, always garaged, sell or swap for English or American car project £2500 Bike like new, MOT history. 07501 084121, Hook, Hants

ROYAL ENFIELD 500 BULLET ELECTRA X



2005, 7,400 miles, £1,500, Metallic Red Wine, bike almost as new, low mileage, disc front brake, Dellorto carb, electric & Kick start, sprag clutch needs replacing, easy fix, hence price. Beautiful Bike, workshop manual. 07501 084121, Hook

SUZUKI 750CC



1989, 21,000 miles, £1,000, running order with v5. 07816 561852, 01740 623765, Bridlington

TRIUMPH TROPHY

1993, 50,000 miles, £950, ono, in very good condition, Full service history, MoT. It has new tyres, chain and sprocket, serviced. it runs and rides very well. 07899 670121, Hampshire

YAMAHA 600 FZR

£1,500, ono, SORN in garage for 2 years, excellent condition throughout, only done 10000 miles, looks like brand new, white and purple, MoT'd for 1 year, nice fairing, ring/see anytime, call for more photos. 0207 2863344, 07399 079132, London

OTHER VEHICLES

SINCLAIR. X TWO CSS

1984, £850, ovno, One un-used. Originally supplied for children's rides with 50p slot meter so no pedals. But another complete used one for parts 01580 211376, Kent

PROJECT CARS

DAIHATSU CHARADE LX1

2000, 132,000 miles, £175, ono, Grey, manual, petrol, 1.3, y reg, owned 7 years, good engine/gearbox etc, MoT expired, very reliable practical classic, becoming rare 07818 504992, Cardiff

JEEP CHEROKEE LTD CRD



2005, 239,580 miles, £400, Manual, 5 door, reasonable condition, tow bar, diesel, no current MoT, private reg included, please call 07901 600259, Hull

LANCHESTER LA 10



1933, £5,750, FHC, very rare car in solid condition in need of complete restoration, 99% complete, non runner, loss of storage causes sale 07719 020463, North Wales

MERCEDES BENZ E220



1996, 140,000 miles, £300, ono, Spares or repair. No MoT. Electrical fault. Runs and drives. Very good condition. Auto 07999 809175, 01227 711847, South East

MINI CITY E 1000CC



1991, £2,300, ono, new front end, new inner and outer wings. New front headlights and valance body. Fully primer coated, Original interior 07393 904332, 07468 792725, Co Durham

ROVER METRO

1994, 75,000 miles, £495, No offers, Nightfire red, manual, some work for MoT/expired, but good project. first classic, price is rising, please call (keep calling if don't get through), must be seen to appreciate 07503 932309, East Sussex

SWIFT 0 TYPE COUPE



1925, £5,500, ono, All parts fully rebuilt, except engine, new tyres, nickel work, upholstery hood, magneto & g/box, Completely sound, rust free, very original. Used over the years, price reflects cost of engine rebuild 0191 2577450, 07852 529668, Tyne and Wear

TRIUMPH ROADSTER

1946, £3,000, 1800 model for full restoration, early car, shame to break, no V5, largely complete with engine, gearbox, panels, seat frame, fuel tank, instruments etc. Black, manual. Please contact 07776 196390, West Sussex

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VOLVO 1223

1967, 11,000 miles, £800, ovno, Green, manual, stored in garage, needs complete restoration or spares 07923 28505, Buckinghamshire

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£7995



Renault 5 'Le Car' just 19k - Remarkable find!
£3495



Ford Escort XR3i MK3 1984 Cabriolet - very
good all round order.....£6995



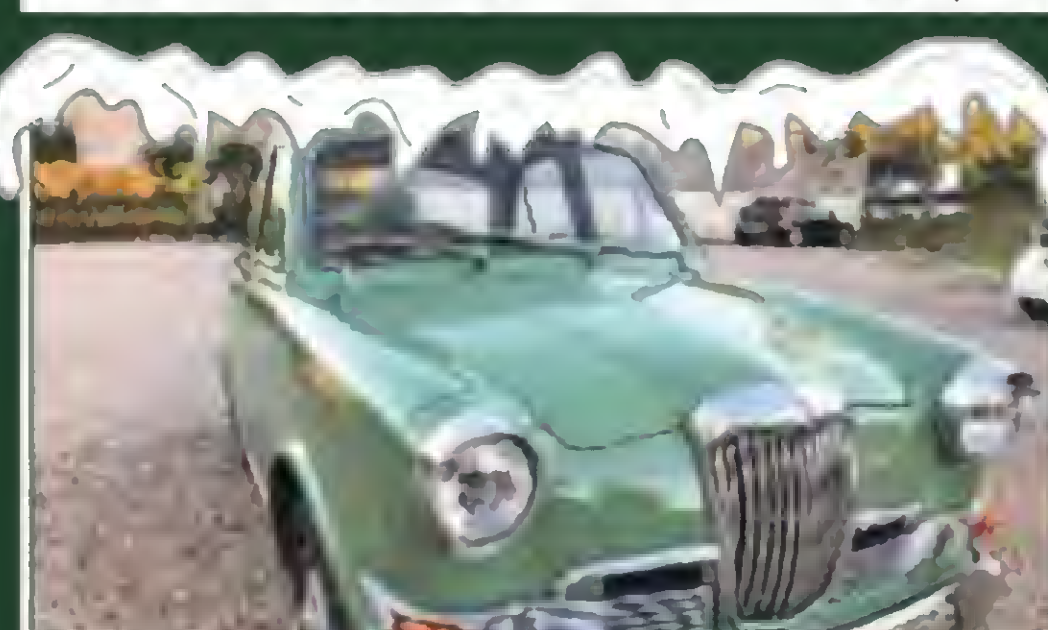
Morris Mini 1961 Restored Example in
Wonderful Condition.....£16,995



Jaguar 420G Auto 1968 - Mason black & Red
leather just resprayed.....£18,995



Jaguar XJ6 Series 3 4.2 Auto 1984 73k -
Stunning Restored Car.....£14,995



Riley 1.5 1960 - Restored Beauty.... £14,995

Scorpio Ultima 2.0 Auto 139k.....£1795
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Ford Fiesta Ghia 1.6 2002 - Just 68k in excellent order.....£2995
Mini Convertible Zeemax Body Kit Azure Blue - Needs Recommission.....£2995
Vauxhall Vectra Sri 130 2001 - 63k Stunning.....£2995
Mini City E Auto 1986 - 46k Lovely example.....£3995
Mercedes E320 W124 Petrol Estate Huge Spec in Super Order.....£3995
Citroen CX 2.5 Turbo Diesel.....£4995
Mercedes SL280 1998 R129 - Stunning Car.....£6995
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Jaguar XJS 1991 3.6 Auto - Just 75k - Beautiful Example.....£11,995
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Welcome to the sale of this lovely Volvo 1800es



Asking
price
£21,950
open to
offers



Registered in 1972 with five former keepers, it currently belongs to a local doctor who has owned the car for the last ten years. He purchased the car to use for both his childrens' weddings and it has been dry stored since 2012, until its recent recommissioning last year when it was fully serviced and MOT tested. It has a very comprehensive history file with MOT certificates dating back to the early eighties.

Two litre with fuel injection and very desirable Manual with overdrive in third and fourth, showing 87 thousand miles, she is in stunning condition with excellent Californian White paintwork and spotless chrome trim. New genuine Minilite wheels but with original wheels and centre caps included in the sale. Full stainless exhaust with new fuel tank, radiator and Kenlowe fan. Absolutely rust-free having had an extensive body restoration in 1986 which has most certainly stood the test of time. Very nice interior showing some patina, but beautiful.

Daytime contact 01326 280888
Evenings and weekends 01326 231055

Car located near Helston, Cornwall

ASKING
£8495
PRICE



CHASING CARS

1976 TRIUMPH 2500S AUTO

ENGINE 2498cc/6-cyl/OHV POWER 105bhp@4700rpm TORQUE 139lb ft@2750rpm
MAXIMUM SPEED 106mph 0-60MPH 11.5sec FUEL CONSUMPTION 20-24mpg
TRANSMISSION RWD, three-speed auto MoT 12 months from sale ODOMETER 38,284 miles

WHAT'S IT LIKE TO DRIVE?

This one-owner Triumph starts instantly and soon settles to an even idle. The auto 'box selects Drive readily enough - avoiding that initial 'thud' once the choke is dispensed with - and the assisted steering is accurate. Performance is swift for a 1970s saloon, the S-spec softer springs and anti-roll bars working hard when pushed through local B-roads, but with no unwanted knocks or rattles. The front discs and rear drums inspire confidence with a firm pedal, progressive stopping power and no pulling to either side.

BODYWORK CHECK

The immaculate 14-inch Stag wheels - only shared with the 2500S - are fitted with new tyres all round and enhance the original Russet Brown exterior. There's just one small blemish - a stone chip on the front edge of the bonnet. Both bumpers show signs of age, as do the door handles and side strips, but the vendor is looking to repair the chip in the windscreen. Panel gaps are uniform and the embellishing trim fits correctly. The underside is well protected with original

EXTERIOR
Solid with straight
panels
INTERIOR
Period and will easily
improve
MECHANICALS
Recent expenditure
Strong history

underseal and there's evidence of anti-rust wax injection. The stainless-steel exhaust is recent.

HOW'S THE INTERIOR?

Several lacquer cracks have appeared in the dashboard veneer, mainly on the door cappings, but the original colour is retained. The driver's seat base foam is beginning to sag and a small repair is needed on the top of the passenger seat, but the covers need little more than cleaning. The front carpets are showing signs of wear but the rears are in good order; all are protected by rubber overmats. The original door cards are in excellent condition and the roof lining is secure with no sagging, though there are a couple of small marks in it. All

of the dials and gauges work correctly, as does the period Motorola radio.

UNDER THE BONNET

Stains within the engine bay are actually dry rust-proofing and will polish away. The straight-six block is unpainted but the rocker cover is finished in silver and the battery and radiator are recent additions. The history file is extensive; the Lord Nuffield Trust bought it new for driver Ronald Bayford who maintained and drove it until he passed away in 2009. It was then put into storage before being sold in 2013. The last owner fitted electronic ignition, an spin-on oil filter conversion kit and new track rod ends.

THE CCW VIEW

This 2500S has yet to cover 40k miles and the fact that it has been treasured by one family for almost four decades is confirmed by the history file. Enthusiasts will appreciate the honest interior and smart exterior finish and while there are jobs to do for those chasing absolute perfection, they are generally pretty minor.

Grant Ford

✓ **PROS** Condition, mileage, history, performance
✗ **CONS** Needs a little work to make perfect



Dashboard wood and front seats need a little attention.



Little work need here to approach show condition.

BUY IT FROM Milestone Classics, Wisborough Green, West Sussex
RH14 0AZ. 01798 874884, milestoneclassics.co.uk

MISCELLANEOUS

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BADGES



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BADGES



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£85, Including P&P, Singer Bantam car mascot CHMD 1936-1939 height 83mm, post free, please call. 07964 486932, Essex

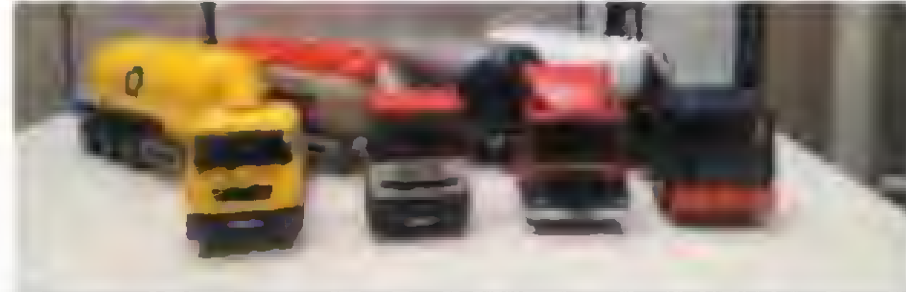
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CORGI



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CORGI CLASSICS



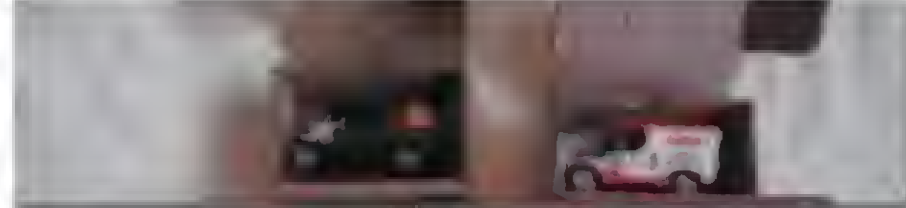
£18, Including P&P, Dual box, Bedford O series box can, Thorneycroft beer truck, both Ruddles brewery, mint & boxed with limited edition certificate, other die cast available. 01744 637052, Merseyside

CORGI MODEL



£34, Including P&P, Die cast rig mint & boxed, large 1.50 scale, Scania cab all white unmarked never played with, mint + Corgi heavy triaxle trailer 'T Alun Jones' haulage/storage, mint condition, lovely rig, fantastic. 01744 637052, Merseyside

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Wanted. MGA, TD, MGB, Roadster etc 07836 639603, Essex (T)

MINI AUTO
Wanted. May consider Japanese import, please call 01761 221800, Bristol

MINI COOPER
Wanted. Any condition considered 07836 639603, Essex (T)

MORGAN WANTED
Wanted. In need of restoration or already restored. Any condition will be considered 07836 639603, Essex (T)

MOTORBIKE FOR RESTORATION



Wanted. anything considered, any size older the better. British bike would be ideal. Any spares or literature welcome. 07956 296418, Derbyshire

PANTHER ALL MODELS
Wanted. Interested in all models, any condition 07836 639603, Essex (T)

PORSCHE WANTED
Wanted. All models in any condition considered 07836 639603, Essex (T)

RILEY ALL MODELS
Wanted. Any condition considered 07836 639603, Essex (T)

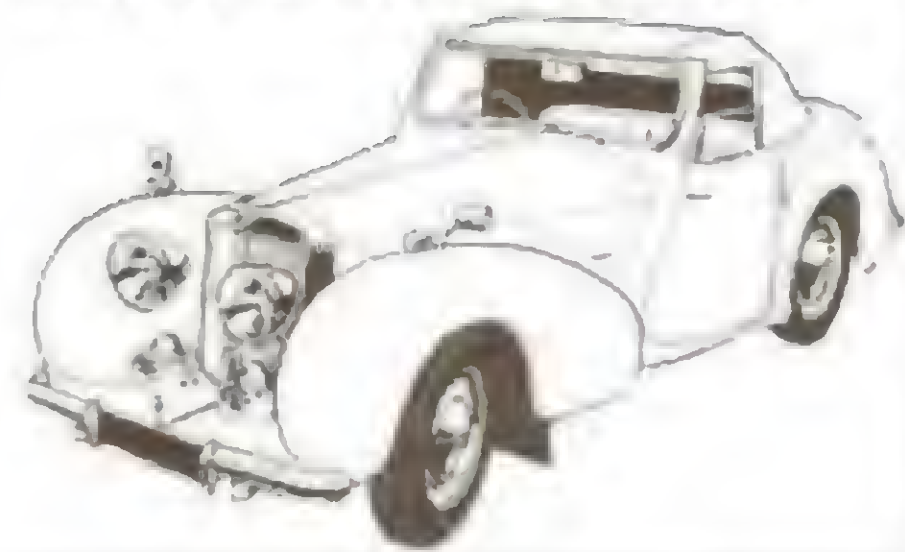
ROLLS ROYCE ALL MODELS
Wanted. Interested in all models, any condition, restored or unrestored 07836 639603, Essex (T)

ROVER ALL MODELS
Wanted. All models in any condition, restored or unrestored 07836 639603, Essex (T)

SIDE CAR
Wanted. Any make or style considered. 07956 296418, Derbyshire

SUNBEAM ALL MODELS
Wanted. In any condition, in need of restoration or previously restored 07836 639603, Essex (T)

TRIUMPH ROADSTERS 1800/2000



Wanted. We are keen buyers of all conditions, ££££ or transfer nationwide collection, please call us. 01487 842085, www.westendclassics.co.uk, Cambs (T)

TRIUMPH TR2/3/3A/4/4A/5/6 STAGS, VITESSE CONVERTIBLES & GT6'S
Wanted. Condition from restoration to mint. Fair prices paid, cash or cheque. Payment on collection or drive to us. Fast, reliable service, instant decision, any distance. 07801 631632, www.trgb.co.uk, Huntingdon (T)

TRIUMPH WANTED
Wanted. All models: TR 2,3,4,5 and 6. Stags and any other models considered 07836 639603, Essex (T)

TRIUMPH WANTED
Wanted. All models: TR 2,3,4,5 and 6. Stags and any other models considered 07836 639603, Essex (T)

TRIUMPH WANTED
Wanted. All models: TR 2,3,4,5 and 6. Stags and any other models considered 07836 639603, Essex (T)

TVR WANTED
Wanted. All models in any condition, in need of restoration or restored 07836 639603, Essex (T)

VAN WANTED
Wanted. 20 years or older, running order, Escort or Transit sized, will travel but East Midlands ideal 07538 696157, Leicester

VESPA, LAMBRETTA, PHOENIX, BOND, MAICOMOBIL, DKR DAYTON



Wanted. 1950-70s Scooters, restored, rusty or in bits, sidecars/side boxes, original crashbars, racks, wheel discs, windshields, Tartan/Leopard print seats covers, panniers, backrests, etc 07790 766805, Hertfordshire

VOLVO 940 ESTATE 2.0 LITRE GL
Wanted. Volvo 940 Estate 2.0 litre GL, 1990/92, manual injection in very good condition, please call me with details. 07986 959015, UK

WILLYS JEEP/HOTCHKISS JEEP JEEP
Wanted. I'm wanting to purchase a Willys jeep or Hotchkiss jeep. Preferably in good order and running or one that just needs basic recommissioning if unused for a while. Please ring if you have one to sell. 07889 413051, Merseyside

WOLSELEY CAR
Wanted. 6 99, 6 110, 16/50 and 15/50 models. Good runner and bodywork. Please call for more information. 07771 510562, Norfolk

CAR AND MOTORCYCLE PARTS
Wanted. Car & motorcycle parts, used & NOS. Instruments, lighting, switches, electrical, accessories, mirrors, etc. any other parts from 1900 - late 70's. Good price paid and prompt collection from anywhere. 07788 961514, UK

CLASSIC CAR WEEKLY ARTICLE
Wanted. A copy of the article by Fuzz Townshend about wheel bearings from CCW 2019 June onwards, not sure exact copy, photocopy will do, will phone back 07957 737339, West Yorkshire

FUEL FUNNEL
Wanted. Pre 1920s very large fuel funnel. These are usually round in shape and probably at least 12 inches diameter. Good price paid. Will collect from anywhere. 07788 961514

GARAGES/WORKSHOPS CLEARED
Wanted. Garages, workshops & sheds cleared anywhere. Collections purchased. Vintage/Classic motorcycles wanted. Good price paid, prompt removal. Considerate assistance given with deceased estate. 07788 961514

HARVEY FROST TYRE CHANGER
Wanted. Harvey Frost 1930s tyre changer wanted for a garage display. The one I'm looking for has a round cast iron base with cast in raised words. Will collect from anywhere. 07788 961514

MK1 AND 2 MINI PARTS
Wanted. Any 1960s Mini Mk1 and 2 parts wanted. Good prices paid and prompt collection from anywhere. 07788 961514

PETROL PUMP
Wanted. Old filling station petrol pumps for restoration. Anything considered. Will collect from anywhere. Good price paid and prompt collection. 07788 961514

SEATS WANTED



Wanted. Pair of seats to suit Edwardian period car. What do you have? Good price paid and prompt collection from anywhere. 07788 961514

SIGNS WANTED
Wanted. Enamel or other signs. Any old motoring related signs, also any automobilia and collector's items. Whole collections or single items. Good prices paid and prompt collection from anywhere. 07788 961514

SPLINED WHEEL CENTRES



Wanted. A set of 52 mm Rudge wheel centres wanted. The internal splined hole in the centre should be about 71 mm diameter and 70 spoke holes in each one. Good price paid for the right ones. 07788 961514

TOOLS WANTED
Wanted. Electric D.A sander, Festool, also Sata spray gun or Iwata, electric car polisher, Felisati etc, electric 4 1/2 - 5' grinder, Metebo/Bosch etc and battery operated angle grinder, Milwaki etc 01761 221800, Bristol

AUDI 80 (1992-96) NEW HEADLAMPS, SILVER FRONT WINGS ETC

Wanted. Pair of new headlamps & new/good second hand left hand front door lock part number 8A2837015A. New ignition coil for 2.0L petrol engine. New ignition switch/key. Good second hand silver front wings etc. 07968 048762, Worcestershire

AUSTIN HEALEY 3000 PARTS

Wanted. Shell, whole or front/rear, bulkheads/firewall etc. Any useful parts, whole 3000cc rockershaft complete for B.M.C C series engine. 3000cc type & manual flywheel, lucas starter. Type M418G. 07840 400569, Bristol

CORTINA INTERIOR
Wanted. Wanted interior for MK4/MK5 Cortina or seats. 07761 445759, Cumbria

FRONT BUMPER
Wanted. For MK1 Marina. 01302 770837, Yorkshire

HEAD RESTS
Wanted. for a Rolls Royce Shadow 2. Good condition. Also need two side mirrors, headlight and the trim and any spares, call anytime. Cash waiting. 0207 2863344, 07399 079132, London

HEADLAMP BEZELS & RAC BADGE
Wanted. Headlamp bezels for Riley 1.5 in VGC, also RAC badge metal, not square or round shape. 07771 510562, Norfolk

HUMBER SCEPTRE PARTS 1965
Wanted. Starting handle for engine and Workshop manual. 00 353872807170, Ireland

JAGUAR XJ6 WHEELS
Wanted. Jaguar XJ6 series 2 chrome wheels 1 or 2, please call. 07958 720960, London

LANCIA FULVIA COUPE PARTS

Wanted. Seeking for Lancia fulvia coupe set of seats wooden steering wheel decent bonnet and Bootlid cromodora alloy wheels dash top wooden dash facia body repair panels consider complete spares car. 01202 593067, Dorset

RAYDYOT PANNIERS

Wanted. Panniers were made by Raydyot in the 1950-60s for Motorbikes and scooters, I would be very interested if anyone has any of these they would like to sell. Thank you. 07790 766805, Hertfordshire

RAYDYOT SCOOTBOOT

Wanted. parts or complete boxes. If you can help please contact me. Thanks. 07790 766805, Hertfordshire

ROVER 75 NEW ORIGINAL EXHAUST SYSTEM & TOWBAR ETC

Wanted. Original Bosal exhaust or original Bosal rear silencer new (part number 290-967) or good second hand. New towbar preferably with electrics. Also miscellaneous new spares. 07968 048762, Worcestershire

SUNBEAM HARRINGTON LE MANS PARTS

Wanted. Side trims, full or partial set wanted, top money paid, please call. 07766 162634, Maidenhead

VW BAYWINDOW/LUGGAGE UNIT

Wanted. VW bay window westfalia rising roof and above cab luggage unit. Buy as pair or individual, must be in good condition, will collect, good price paid. 07580 040212, Yorkshire

WOOD

Wanted. Polished mahogany wood for around doors etc, any other spares for 1979 for a Rolls-Royce Shadow 2, ring anytime.. 0207 2863344, 07399 079132, London

CARS UNDER £1000

BMW

3161
1994, 54,000 miles, Open to offers, Red, manual, family owned from new, been parked on drive for 12 years, was running fine but due to circumstances not been moved for last 12 years 07929 414429, Derbyshire

FORD

ESCORT FLIGHT



2000, 170,000 miles, £225, Manual, 1 owner from new, strong engine, gearbox and clutch. Floors, n/s sill & chassis legs ok. Needs o/s sill & wheelarch. Shame to scrap it, please call 07896 718096, Staffordshire

FOCUS LXTD DI ESTATE 1753CC



2000, 83,000 miles, £800, Manual, bought as a project, currently on SORN, nice looking car, needs some work done, bodywork needs attention, good runner, spares/repairs, some spares available (2 doors, tailgate etc.) 07835 131954, Perthshire

ESCORT



1995, 33000 miles, £450, Here you have a future classic, priced for a quick sale, great for a renovation project, little body rust, standing for a few months but used regularly before. 07808 696969, Brierley Hill

MAZDA

MX-5 PROJECT

2004, £895, ono, Limited edition, euphonic, unfinished project due to ill health, little bit of bodywork needed, needs rear light ends, MoT'd and taxed, usable, run as is or restore and double your money 01438 230345, Hertfordshire

121 GSI

2000, £575, Very cheap car in good condition 01268 414634, Essex

MERCEDES-BENZ

SLK-CLASS



1997, 146666 miles, £995, Nice car for the summer, drives well, roof works, new battery and front tyres, MoT till October 2020, good condition for year, black leather trim. 01793 764840, Swindon

PEUGEOT

405 GTX



1995, 90,000 miles, £650, ono, Automatic gearbox, sunroof, electric windows, keypad immobiliser, immaculate interior, good bodywork, needs two small holes welding on rear sills for MoT. 0208 4414639, Barnet

306



2001, 79600 miles, £695, Full service history, full leather interior, new cambelt/tensioners/water pump, front discs/pads, front tyres, MoT till November, well maintained and in good condition. 07895 817186, Southport

PROTON

TRIPLE VALVE GLS



1992, 70,000 miles, £645, Rain Forest Green, manual, 1500cc, long MoT (no advisories), rare, last cars with no CAT or ECV, 4 door saloon, just had £200 recommission spent, room needed, 2 lady owners. 07405 984755, Peterborough

ROVER

600 IL



1999, 69,800 miles, £880, Saloon, Silver, Grey leather upholstery, 5 speed manual, AC, ESR, great history, October 2020 MoT. 07746 886640, Sheffield (T)

METRO

1996, 61,000 miles, £595, Blue, manual, owned 17 years, completely rot free, FSH, new head gasket, been stored for the last 4 years, slight electrical fault, inside as new 5 door, new handbrake cables, service, brakes. 07837 135347, Birmingham

100 KENSINGTON SE

1995, 70,000 miles, £625, ono, One family owned from new. Nightfire red. Nice interior. 3-door hatchback. 1100cc petrol engine. Requires attention. 5-speed manual transmission. Some spares. Not many of these cars left, so please restore me! 07968 048762, Worcestershire

SAAB

900



1998, 249,000 miles, £500, Open to offers, Spares or repairs, handbrake faulty, rear shock needs replacing, hazards not working, dent in drivers door. Interior in great condition, reconditioned gearbox, alloys near mint, lots of Saab parts! 07366 410681, Oxfordshire

VAUXHALL

NOVA MERIT

1991, £275, ono, quick sale of collector's car, 1196cc, 5 door hatch back, blue, because of a break into car damage to the nearside door window, can be repaired or spares 01934 642383, Somerset

VOLKSWAGEN

BEEBLE



2001, 96,000 miles, £1,000, Herbie 53 long MoT, new battery, good condition 07816 561852, 01740 623765, Bridlington

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PARTS & ACCESSORIES

2 X 1960S CAR CASSETTE PLAYERS



£25, No offers, 2 x 1960s Car cassette Players, (1), Harry Moss, (2), Unisef, both 12 volt negative earth, both work, complete, clean, but need service, ideal for old Reliant, or other 60s small classic car P&P £4.45. 07786 301887, 07786 301887, Kent

ALFA ROMEO GIULETTA MOUNTINGS



£30, ono, 2 new rear crossmember mountings. Call, text or whats app for more details. 353 87 6820270, Ireland

ALLOY WHEELS



£180, Mini Revolution 5 x 10 alloy wheels. 07979 406536, Yorkshire

AUDI AT GL 86 MODEL BUMPERS

£100, Front and rear, black 07526 010754, Essex

AUSTIN HEALEY 3000 ENGINE

£7950, Just rebuilt, original full running engine, unleaded and rebuilt head, high compression, factory spec by Healey specialists, ready to fit, mega detailed, descaled, tuned, reproduction flat classic, v5 07840 400569, Bristol

AUSTIN/MORRIS A SERIES METAL BACKED EARLY AIR CLEANER



£8, Early type metal backed air cleaner for 1960s A series engine as fitted to Austin/Morris/MG/Riley models 01205 723250, Lincolnshire

BMW 700 MICROCAR. SILLS

Outer and inner sills with jacking point. Fits cars built between 1959-1965. 07968 048762, Worcestershire

BMW E30 PARTS

Open to offers, All parts available, seat clot, doors, headlights, console, chrome bumpers, glass all trim, diffs, interior bits, facelift etc. Can post 07767 400602, Essex

DOOR MIRRORS



£25, No offers, pair Japanese style wing/door mirrors still in the box, bought and never used post extra. 07837 985973, 01905 830434, Worcs

BROOKLAND HALF MOON SCREENS

£60, As new, to fit early sportscars, ie MG TA, TC, TF. Price for pair 01978 291435, North Wales

BSA D1 BANTAM SEAT SPRINGS



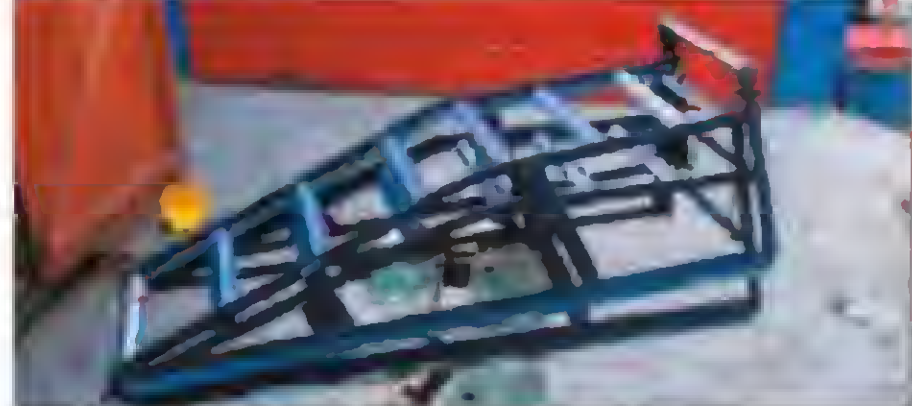
£13, Including P&P, pair of new chrome springs six inches long for the D1. 0161 2875845, Manchester

BSA HEAD LIGHT SWITCH



£25, Including P&P, brand new replica of a Lucas headlight switch complete with securing clip. 0161 2875845, Manchester

CAR RAMPS



£28, Including P&P, little used like new condition. 0161 2875845, manchester

CHAMPION PLUGS L87YC, NEW

£20, Plus P&P, Eight new boxed old stock from closed garage. 01580 211376, Kent

CLOCK



£30, ono, 1970s Jaguar XJ6 time clock in good working order 07768 916534, 01274 591849, Bingley

DATSUN BRAKE SHOES, PADS

£6, each, Datsun, Nissan, Toyota, Fiat, Ford. All parts unused. Lockheed brake parts, no rust. 1980 to 1990s call for details. 01978 810393, 07738 551900, Wrexham

DYNAMO 12V LUCAS REGULATOR RB 106/2



£23, Including P&P, cover damage and wire clip missing otherwise OK 0161 2875845, manchester

ENGINE AND GEARBOX

£175, Datsun 100A/cherry 1000cc front wheel drive 1972 07860 181714, Barnsley

EXHAUST MOUNTING CLAMP & BRACKET

£8, Including P&P, for pipe size 1 X 1/8th the bracket is bent at 90 degrees with 7/8" hole in short end 0161 2875845, Manchester

EXHAUST SUPPORT BOBBINS



£12, Including P&P, two new with nuts one heavy duty commercial size one normal car type 0161 2875845, Manchester

FERRARI DINO PARTS



£5,000, Alloy lightweight racing engine cover, bootlid & bumpers. Manufactured many years ago, unused, very high quality aircraft grade alloy, photos on request 07866 031149, Bedfordshire

FIAT 850 SPORT COUPE PARTS JOB LOT



£250, pair of good bumpers with all over riders, engine lid, no rust. Wheels etc, call me 07392 372297, Norfolk

FORD ALLOYS



£200, Ford Alloys 4 x 6 x 13 07979 406536, Yorkshire

FORD CORTINA PARTS



£75, Mk 2 Inner wing top mount full length repair panels, cash on collection 07860 246900, South Hertfordshire

FORD CORTINA PARTS



£300, No offers, Mk2 1600E Series 1 binnacle and gauges in very good condition, cash on collection 07860 246900, South Herts

FORD FIESTA TAILGATE

£50, To fit models 1990 to 1996 good condition, no rust or dents, complete with rear window 01257 231685, Lancashire

FORD GRANADA PANELS

Mk2, various nos panels, please call for details 01803 404813, Devon

FORD HUBCAPS



£20, Plus P&P, Ford Zephyr/Cortina pair of hubcaps, no pitting just minor historic marks in line with age, 9.5" diameter, good order 01362 820629, 07860 223447, Norfolk

FORD METAL SUN VISORS



£250, each, To fit Pop 1000E, Consul Mk1, Zodiac Mk2, Austin A30-A35, Somerset A40, Austin Cambridge, all visors are in primer and have fitting clips 07792 410094, West Yorkshire

FORD RELAY 85GG-99704-AA



£50, Including P&P, used on the fuel injection system new. 0161 2875845, Manchester

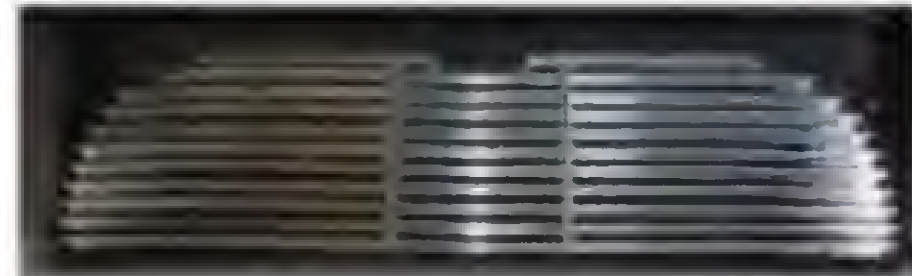
FORD TRANSIT MK1 VARIOUS

Ford Transit MK1 short wheel base high speed diff and half shafts £65 ono, Transit MK1 twin wheel gearbox £40 ono. 07955 233221, Suffolk

GRANADA BRAKE PADS

£8, Granada brake pads, 1985, unused, boxed. Other parts available. No body parts 01978 810393, 07738 551900, Wrexham

GRILLE



£60, MK1 Austin Cooper grille. 07979 406536, Yorkshire

HILMAN AVENGER PARTS



£120, Plus P&P, new sills still in package new suspension tops new wheel and tyre winker lenses 07519 174909, norfolk

INTERMOTOR DISTRIBUTOR CAP NEW

£20, Including P&P, will fit the ford Cortina Escort Capri and others. 0161 2875845, Manchester

JAGUAR XK150 ROADSTER PARTS



£650, Plus P&P, New black vinyl trim set including door panels, pockets, liners, armrests, a posts, door edging, under dash panel and more. Excellent quality RRP £800, please call 07925 6388854, Essex

JAGUAR 3.8 MK2 REBUILT UNLEADED ENGINE



£7950, ono, Powermax, pistons, all new, internals bronze guides, polished alloy, matching ancillaries, high compression + oil pressure, by Jag specialists, sprayed/balanced, runs, tuned to fit, online video 07840 400569, Bristol

JAGUAR AND DAIMLER XJ6 S 1/2/3

Full width black trimmed padded dashtop for sale, perfect, no splits, £125, many other XJ6 series 1/2/3 spares for sale also V5c, for some cars and mark 2 Jag and Daimler, V5c's, call for details 07840 400569, Bristol

JAGUAR COMPLETE ENGINE

4.2, series 1 XJ6, 1970, never machined, still turns, fires, £600. Matching 'twin' carbs & manifolds £150. Needs a flywheel & top, timing cover. Matching V5c, history, overdrive/manual gearbox £750 07840 400569, Bristol

JAGUAR XJ40.XJ6 WHEELS AND TYRES



£80, ono, Jaguar XJ40. XJ6 sport alloy wheel and tyre from 1994 car very rare. Tyre is a 225.60r16 98w Falken tyre nealy new. Alloy clean must collect only clearing out garage 07378 949955, Northamptonshire

JAGUAR/DAIMLER PARTS



Grilles for Series 1/2/3/XJ6 Daimler, 2 types, perfect, £75 each. Plus very rare series 1 & Jaguar XJ6 spares available, lots more please call 07840 400569, Bristol

LAND ROVER DISCOVERY TDI

Diesel E.S. Cylinder head & turbo, complete & perfect, to bolt on etc, no damage £250. Grey leather 7 seat trim available, all perfect, small repair in driver's piping only £400 ono 07840 400569, Bristol

LAND ROVER GRILLE



Open to offers, Plastic all good, fits Series IIA + III, can post at cost 0208 5293726, London

LAND ROVER SCREEN RUBBER



£25, New genuine front window screen rubber 90 110 defender still in bag never used will post ring me for more information 07770 837133, Staffordshire

LAND ROVER SERIES 1 AND 2 ORIGINAL WHEELS WITH NEW TYRES



£875, ono, Quality restored wheels with new 6 ply rating 600 tyres (the mould flashings are still there but one tyre has done 80 miles) These are original wheels with riveted centres. 07446 881808, Nottingham

LAND ROVER SERIES 2/3 ORIGINAL REAR LIGHT QUARTER CAPPING ETC

Series 2/3 original rear light quarter capping £25. Air cleaner mounting/battery bracket £25. Headlamp shrouds £20 pair. Throttle pedal/link rod £15. Defender fibreglass radiator cover £10. Handbrake lever £10 07968 048762, Worcestershire

LUCAS 488 REAR LIGHT LENS



£5, Lucas red rear light lens part No 488, good condition. (p&p £3 extra) 01223 843802, Cambridgeshire

LUCAS CONTACT SET



£10, Including P&P, genuine new contact set for the ford Cortina, Escort, Capri, and others. 0161 2875845, Manchester

LUCAS HEADLAMP



£30, Including P&P, Lucas 7" wing mounted Roadmaster headlamp with internal parking/side light, reasonable condition, no dents & only surface rust 07747 479534, Bristol

LUCAS ORANGE GLASS INDICATOR LENS



£20, New old stock original Lucas glass lens as fitted to early Minis, Landrovers, MGs and A35 01205 723250, Lincolnshire

LUCAS REAR LIGHT LENS



£5, Lucas red rear light Lens part No L595. slight chip but covered by rubber sealing ring. (p&p £3 extra) 01223 843802, Cambridgeshire

LUCAS REAR NUMBER PLATE SPARES



£13, Including P&P, bulb holder and lens working plus the glass lens for the Lucas 467/2 rear no plate light handy spares. 0161 2875845, Manchester

LUCAS REGULATOR TYPE 6GC

£175, Plus P&P, new Boxed B90 Exchange unit. (Control box) Note: Early type with with screw terminals. 1950s early 60s Fits Jaguar, Rover etc. 01580 211376, Kent

LUCAS STARTER SOLINOD 4ST



£15, Including P&P, New genuine Lucas starter relay 4ST. 0161 2875845, Manchester

MERCEDES HARDTOP

£2,500, ono, Panoramic glass hard top, silver & black, for 320SL (R129) VGC, please call 01323 479727, 07811 856693, East Sussex

MERCEDES PAGODA SL

Front/rear bumpers (original, viscous coupling, Front grille assembly (excellent condition). Outer door handles, c/w keys, pads. Speedo head (guaranteed), Fuel gauge (unused). Grille circle star 01773 835462, Derbys

METAL SUNVISOR



To fit Zephyr, Zodiac, Consul, Mk2, all fittings, can post , £250 plus £25 post 07792 410094, West Yorkshire

MGB GT PART



£145, Rubber bumper carbs on inlet manifold, in excellent condition, please call before 9pm 01939 235734, Shropshire

MG BGT SERVO UNIT



£135, Removed from a rubber MGBGT working perfectly when removed, please call before 9pm 01939 235734, Shropshire

MG GEARBOX

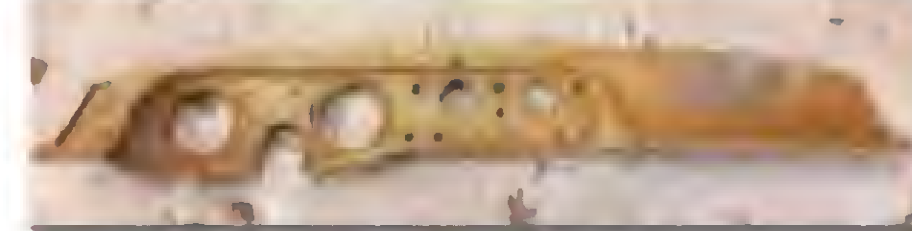


£125, Non overdrive removed from 1968 MGB GT working perfectly when removed, please call before 9pm 01939 235734, Shropshire

MG METRO PARTS 1300

£300, Big valve. Complete. Cylinder head, built up, perfect, including original factory inlet & exhaust manifolds & Rover big S.U carburetor & heat shield, low miles perfect all Rover original items 07840 400569, Bristol

MG MIDGET DASH

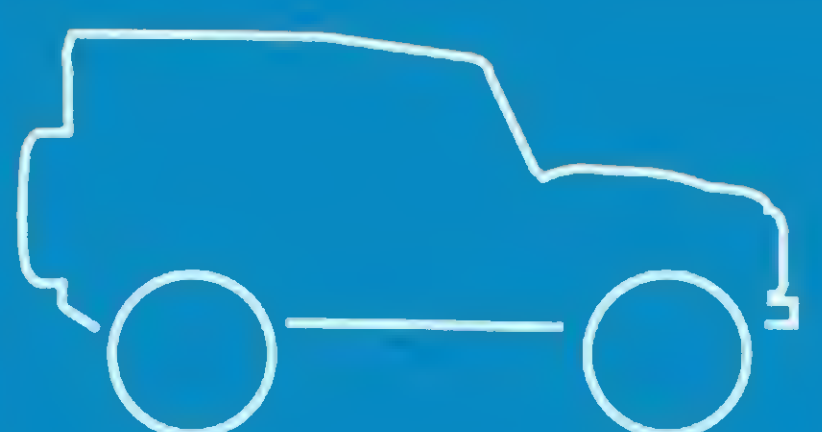


£50, ono, Dash panel, RHD. Stripped ready for finishing, good condition with some patina but no apparent extra holes drilled 07889 492587, West Yorkshire

MG MIDGET MK3 HOOD



£85, Black vinyl folding hood, no header rail, good condition with only small area of damage above quarter light, excellent rear window, only removed to allow fitting of new mohair hood 07831 428885, Bristol



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MG MIDGET PARTS



£275, ono, New/old stock offside front wing for MG Midget, chrome bumper model, original panel in good condition, original supplier stickers present, collection preferred, I can deliver depending on area 07889 492587, West Yorkshire

MG PARTS

MGA 1500 engine & gearbox, needs c/rods/pistons £50. MG Magnetite s/s sports exhaust? £10. Please call for more information 07815 522894, West Midlands

MG REAR LIGHTS



£45, BGT Series 1/2 pair rear lights in v/good condition, please call before 9pm 01939 235734, Shropshire

MG TD PARTS

1954. 5 steel wheels £250. 1 steering rack LHD £100, petrol tank £100 07836 628134, Northumberland

MGB CRANKSHAFT

£95, MGB 5 bearing crankshaft still standard size. Excellent condition [could be new old stock but not sure] £95. 00 collection only from oxon due to size. 01865 874534, 01865 762859, Oxon

MGB NEW INDICATOR/SIDE LIGHT 'BULLET' MIRROR. MGZR REAR BUMPER

MGB new front indicator & side light lens with chrome ring £15. Spare ring £5. New 'Bullet' polished right hand door mirror assembly with gasket £40. MGB s/h chrome bumper £40. MGZR dark blue rear bumper £35 07968 048762, Worcestershire

MGB SEATS

£100, Good condition, deck chair seats, grey and black striped 07526 010754, Essex

MICHELIN 'X' RADIAL TYRE 155 X 14



£45, ono, A new never used tyre but a few years old, it still has the manufacturing moulding flashing etc. Very suitable for a concours or show car as in perfect condition. 07446 881808, Nottingham

MINI 1098 ENGINE & GEARBOX

£195, ono, Mini 1098 engine & gearbox removed from Clubman Estate in 1980's and stored ever since. 01234 838273, Bedford

MK1 GOLF GTI NEW PANELS AND LOTS OF PARTS, P WHEELS ETC

£400, Mk1 Golf GTI new panels and lotsof parts, p wheels ETC call too much to list 07392 372297, Norfolk

MORRIS MINOR

£3,000, Call for price(s), morris minor spares for sale all must go front grill 2 o/s doors £75. 2 rear doors £25. and complete traveller car £3000. call if you want any thing else 01934 642383, somerset

MORRIS MINOR TYRES



£60, 4 Michelin tyres 145x14 very good condition, please call before 9pm 01939 235734, Shropshire

MORRIS MINOR WHEELS



£120, 5 steel wheels, stripped to bare metal and sprayed in silver wheel paint, in excellent condition, please call before 9pm 01939 235734, Shropshire

MORRIS MINOR WHEELS



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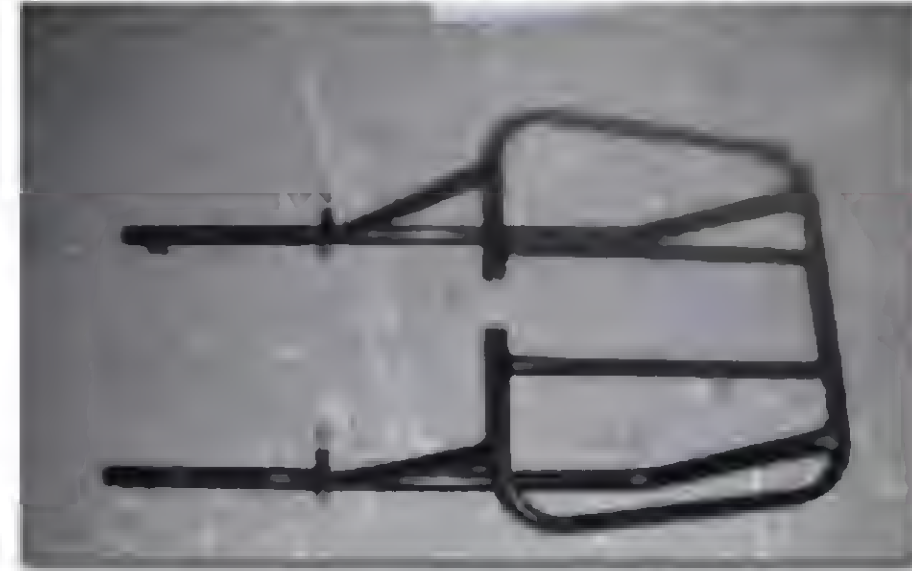
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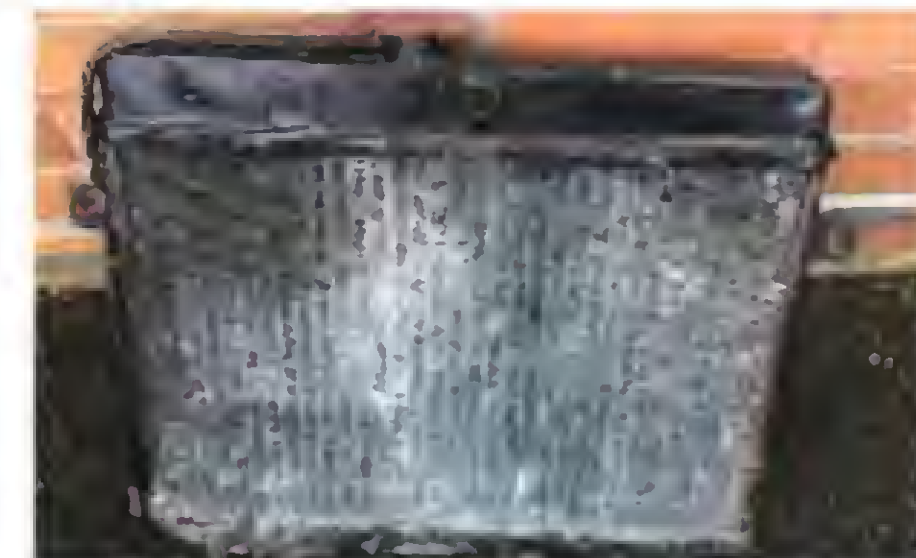
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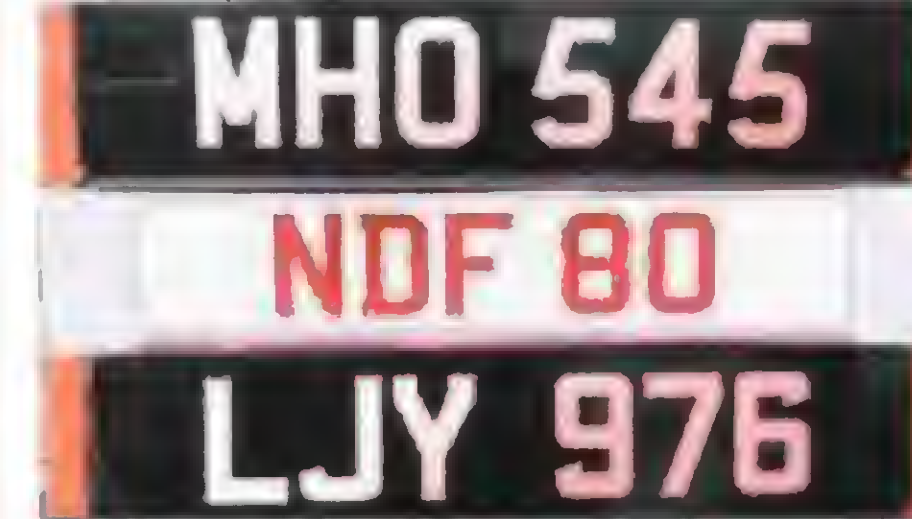
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THE WAY WE WERE

WINTER 1965

THE BROADWAY, STONELEIGH

This Surrey shopping thoroughfare was as busy in 1965 as it is today – but where is Britain's favourite new car?

The first impression of this photo is the dearth of BMC ADO16s – then the UK's best-selling car. The second is that there are very few people in sight despite the number of cars. Our theory is that many of the owners were watching the Dave Clark Five in *Catch Us If You Can* at the ABC Rembrandt cinema.

Thirdly, there is often one vehicle that can truly date a photograph and, in this image, it is the J2-series Austin 152 Omnivan in the bottom left of the frame. 1965 was, of course, the year of the Ford Transit, by which point the J2 was nine years old and looked as much a throwback to the 1950s as a gang of 30-year-old Teds complaining about The Kinks.

To the rear of the J2 is a Standard Ten Companion that looks as though it was left in a great hurry, an Audax-series Hillman Minx and a Volkswagen Beetle with its nearside front wheel on the kerb. The Mini Van was once as commonly sighted in a high street as advertisement hoardings for Woodbines, while the dark-coloured saloon is a Ford Prefect 100E.

Across the road, the canted tailfins of the Ford Zodiac MkIII were already on the verge of going out of fashion while that venerable-looking Lea-Francis 14 HP Four Light saloon was still more than capable of cruising along the A3 at 60mph.

The Ford Consul MkII is a De Luxe, with its standard duo-tone paint and leather upholstery and as for the E-series Wyvern, some readers will recall how 1955-vintage Vauxhalls boasted engine-driven wipers – a system that didn't prove wholly reliable in operation...

It is very tempting to remain on this side of the Broadway, but who could resist the magnificence that is the Vanden Plas Princess 3-Litre on the far right? BMC's 'Big Farina' range was among the most handsome cars of the 1960s, and the VdP certainly dwarfs the Austin A35 Van behind it. The Sunbeam Rapier looks like a Series II (note the side grilles) and the Zephyr MkII is an early 'High Line'. It is hard to imagine that such a car was manufactured at the same time as the Popular 103E but the latter only ceased production in 1959.

Moving down the line, we encounter that automotive epitome of Home Counties respectability, a Wolseley 1500, a Consul MkI, a Morris Minor Series II Tourer,

an Austin-Healey 'Frogeye' Sprite, a Mini, a Minor Traveller and a now incredibly rare Victor F-Type Estate. Parked next to the row of shops are further examples of the Prefect 100E and the Wolseley 1500, a first-generation Austin A40 Farina, a second Mini Van, a two-door Morris Minor and a pair of Anglia 105E De Luxes offering Hollywood-style glamour on a B-film budget.

Today, those 1930s buildings are very much in place, and you can still find a Co-Op and Bradbury's Electrical in Stoneleigh. Other businesses have long ceased trading because this photograph was taken at the end of the era when people would visit individual shops rather than a supermarket. It was also a time when the Volkswagen would have been one of the few imported cars on the roads and when one of those Thames 307E vans in the background might have delivered your weekly grocery order.

But perhaps the most telling detail of all in this evocative picture is the sheer number of parked cars. Ten years earlier, you might have taken a No. 93 RT bus to the Broadway, but now you travelled by hire-purchased Morris Mini or Ford Anglia...

ANDREW ROBERTS



Film historian, and enthusiast of motoring culture. Blames his entire career in this last field on having seen *Carry On Cabby* in 1975.

FIVE STARS

Standard Ten Companion was the only British five-door estate in its class for a time.

STUCK IN THE MIDDLE

Austin A152's engine was mounted between the driver and passenger seats.



CAR OF 1965 AUDI F103

On the surface, the Audi F103 may have looked very similar to the DKW F102, but it represented a major departure for Auto Union. Daimler-Benz acquired the Ingolstadt concern in 1958, but the new F102's smart appearance was at odds with its venerable 1.2-litre three-cylinder two-stroke engine by 1963. The company was developing a 1.3-litre version of the motor when

Volkswagen acquired the Union in 1964, but the F102 would be powered by a Mercedes-Benz-designed 1685cc four-stroke plant under the new regime. When the new F103 debuted in August 1965, it bore the revived Audi name to mark a clean break from the past.

The first cars were known as the 'Auto Union Audi', and just 32 examples were sold in the UK in its first year.

The Super 90 became the flagship of the range in 1966 and Autocar thought it admirably suited to 'the driver who wants a sports car but needs a saloon'.

The four-ringed badge was automatically associated with the Audi name across the world when the B1 series 80 replaced the F103 in 1972. Today, every R8 owes a debt to that compact FWD saloon of 44 years ago.





FOUR ON THE FLOOR

Rapier S2 switched from a column gearchange to a more modern floor-shift.

NO FRILLS FARINA

A40 Mk1 had no window winders. The weather's probably awful anyway...



THE WAY WE WERE: VOLUME 4

Head back to the days when cars from Austin, Morris, Rootes, Standard-Triumph and Ford ruled the nation's roads in this special edition magazine. It's packed with British street scenes from the 1950s to the 1990s, with CCW's experts revealing more about the UK's best-selling cars. Go to tinyurl.com/ccwspecials to pick up this 100-page celebration of British motoring.

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LONG-LIVED LOAD-LUGGER

Production of the Austin A35 van lasted for nine years after the demise of the saloon in 1959.

HELLO DARKNESS

The lack of any reversing lamps denotes this as a very early iteration of the stylish Ford Zodiac MkIII.

LOSE YOURSELF IN 1965

WORBOYS COMMITTEE ROAD SIGNS

The Worboys Committee was established in 1963 to overhaul Britain's archaic-looking road sign system. At the beginning of 1965, the Traffic Signs Regulations and General Directions law introduced the new system as designed by Jock Kinnear and Margaret Calvert and marked the beginning of the end to the network of oblongs surmounted by a red triangle.

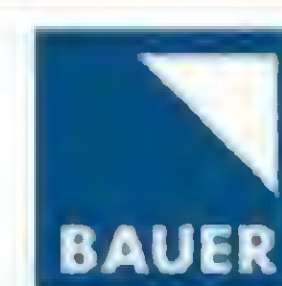
MRS PEEL JOINS THE AVENGERS

'Mrs. Peel - We're Needed.' The airing of *The Town of No Return* marked several major changes for *The Avengers*. There was a new title sequence, a new theme by Laurie Johnson and the use of film rather than videotape, a move dictated by the requirements of US TV. Most importantly, Honor Blackman's Cathy Gale was succeeded by Diana Rigg as Mrs Emma Peel.



OPENING OF THE POST OFFICE TOWER

In September, the then-Prime Minister, Harold Wilson, officially declared the new Post Office Tower open, although members of the public would not be able to access it until May of the following year. The restaurant performed a complete rotation every 23 minutes and ordering 'Le Melon Frappé' followed by 'Les Medallions de Filet de Boeuf Sautées au Beurre Noir' on the 36th floor was the epitome of the 'Swinging London' dream for many Britons.



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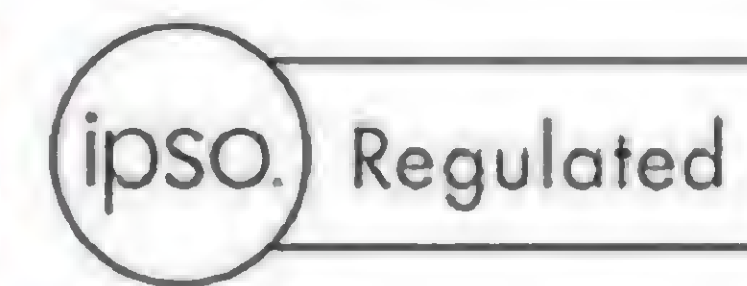
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